

ARMY REGULATIONS, INDIA.

VOLUME X.

PASSAGES.

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1909

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PREFACE.

THIS volume of Army Regulations, India, contains the orders of the Government of India on all matters concerning the sea and inland movements of troops and others attached to the army.

Officers are expected to interpret these regulations reasonably and intelligently, with a due regard to the interests of the public service. No attempt has been made to provide for necessary but self-evident exceptions.

(This book is corrected up to 31st January 1909.)

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List of Abbreviations.

A. A.	Army Act.
A. A. G.	Assistant Adjutant General.
A. B. Corps	Army Bearer Corps.
Army Comdr.	General Officer Commanding, ^{Northern} Southern Army.
A. D. C.	Aide-de-Camp.
A. F.	Army Form.
A. G. India	Adjutant General in India.
A. H. Corps	Army Hospital Corps.
Appx.	Appendix.
A. R. I.	Army Regulations, India.
A. V. D.	Army Veterinary Department.
Bde. Comdr.	Officer Commanding the Brigade.
B. I. S. N. Co.	British India Steam Navigation Company.
C-in-C.	Commander-in-Chief.
C. M. A.	Controller of Military Accounts.
C. S. Regs.	Civil Service Regulations.
D. A. A. G.	Deputy Assistant Adjutant General.
D. A. G.	Deputy Adjutant General, ^{Northern} Southern Army.
Divl. Comdr.	General Officer Commanding the Division.
E. M. Accts.	Examiner of Military Accounts.
F. S. Manual	Field Service Manual.
F. S. Regs.	Field Service Regulations.
G. G. in Council	Governor General in Council.
G. of I.	Government of India.
H. E.	His Excellency.
Hd. Qrs.	Head-Quarters.
I. A. F.	India Army Form.
I. A. O.	India Army Order.
I. A. W.	Indian Articles of War.
I. G.	Inspector General.
I. M. S.	Indian Medical Service.
I. S. M. D.	Indian Subordinate Medical Department.
K. R.	King's Regulations.
M. A. Dept.	Military Accounts Department.
m. c.	Medical certificate.
M. D.	Military Department.
M. W. S.	Military Works Services.
N. C. officer	Non-Commissioned Officer.
O. C.	Officer Commanding.
O. C. Divl. Supply	Officer Commanding Divisional Supply.
p. a.	Private affairs.
P. and O.	Peninsular and Oriental Steam Navigation Company.
P. M. O., India	Principal Medical Officer, His Majesty's Forces in India.
P. W. D.	Public Works Department.
Q. M. G., India	Quartermaster General in India.
R. A.	Royal Artillery.
R. A. M. C.	Royal Army Medical Corps.
R. E.	Royal Engineers.
R. F. A.	Royal Field Artillery.
R. G. A.	Royal Garrison Artillery.
R. H. A.	Royal Horse Artillery.
R. I. M.	Royal Indian Marine.
R. S. O.	Recruiting Staff Officer.
R. W.	Royal Warrant for pay and promotion.
S. S. O.	Station Staff Officer.
S. and T.	Supply and Transport.
S. of S.	Secretary of State.
U. K.	United Kingdom.
U. L.	Unattached List.
W. O.	War Office.

Definitions.

In these rules unless inconsistent with the context :

Free passage—Means free conveyance of the individual, his authorized servants, chargers, baggage, and camp equipage, to destination, unless specially restricted to conveyance by either sea, rail, river, or road only. Free passage by rail includes conveyance by river when both journeys are continuous and passengers are booked through to destination also; sea journeys between ports in India proper when the sea route is more economical or where no railway communication exists. Free passage by road includes journeys by canal, backwater, or by river otherwise than in a steamer in connection with which warrants are accepted.

It does not include free messing, except in the cases mentioned in para. 108

NOTE.—Free conveyance to destination mentioned above does not include conveyance by land in the U. K.

Not-entitled passage—Is a passage allotted in a Government transport, or a vessel wholly chartered by Government, on the understanding that no compensation is claimable if the accommodation is finally required for entitled passengers, and that the full cost of messing and any other expenses otherwise paid by the State will be defrayed by the person to whom the passage is granted.

Main route—The most convenient land or sea route, or both combined, being that usually taken by the travelling public. See also para. 160

Rest camp route—The most convenient route on which rest camps are located.

Beyond sea—Includes Aden and Burma, and all stations beyond India proper at which troops on the Indian establishment are located.

India proper—Includes the peninsula of India, and the provinces of Assam and Baluchistan, but not Burma and Aden.

Indian limits—Includes "India proper," and beyond sea stations administered by the Government of India, *viz.*, Aden, the Andamans and Burma.

On duty—Includes all journeys on promotion, transfer, deputation, inspection or other duty, authorized by competent authority in the interests of the public service, and not at the request, or for the personal convenience, or in consequence of the misconduct of the individual concerned. The Divl. Comdr. may, however, at his discretion, by special order, permit an individual transferred for misconduct, to travel on duty. An individual proceeding on privilege leave is considered to be on duty during such leave and can draw any travelling allowances to which he would have been entitled had he remained on duty.

Permanent duty—Means duty (other than inspection duty or instructional classes held in India unless specially provided for in these regulations) involving more than three months' absence from permanent station.

Temporary duty—Means absence from permanent station not exceeding three months, and all inspection duty.

Indian service officer—Includes officers of the Indian Army, I.M.S., continuous service officers of the R.A. and R.E., and R.E. officers permitted to extend their Indian service indefinitely who elect to proceed under Indian leave rules.

British service officer—Includes the following :—

- (a) all officers serving with British units.
- (b) all officers of the R.A.M.C., whether holding administrative or executive appointments.
- (c) lieutenant-colonels, adjutants, instructors of gunnery, and ridingmasters of the R.A.
- (d) non-continuous service R.E. officers, unless taking leave under Indian Army leave rules and receiving Indian rates of leave pay.
- (e) inspectors of ordnance machinery, or of army schools.
- (f) subaltern officers of the British service serving on the general, instructional, or personal staff, in departments under the G. of I., or as adjutants of volunteer corps.
- (g) any other officers who may be granted leave under the British leave rules.

All other officers of the British service, above the rank of lieutenant, serving on the general, instructional, or personal staff, in departments under the G. of I., or as adjutants of volunteer corps; and all officers serving with the Indian artillery, only receive passage as Indian service officers while actually holding such appointments, though when joining and after vacation they travel as British service officers.

DEFINITIONS.

Departmental officer with honorary rank and warrant officer—Includes all departmental officers with honorary rank however employed, and such warrant officers as are serving in departments, but excludes the hospital assistant branch of the I.S.M.D.

British soldier—Includes regimental and non-departmental warrant officers and all British N. C. officers and men serving in India.

Civilian mechanic—Includes civil chief master armourers, chief mechanical engineers, and civilian mechanics of other classes employed in military departments.

Civilian subordinate—Includes clerks, accountants, agents, and store-keepers, employed in departments and staff offices, but not clerks of native units nor of the transport branch of the S. and T. corps.

Native soldier—Includes native officers and all other ranks of units and departments attested as soldiers, also transport veterinary dafadars of the S. and T. corps, but not hospital assistants nor recruit and pension boys

Hospital assistant—Includes senior hospital assistant.

Public follower—Includes all men of the A. H. corps, and those of the S. and T. and A. B. corps not attested as soldiers or transport veterinary dafadars, and all enrolled followers of units and departments paid by the State.

Private follower—Includes all servants of individuals, units, and departments, not paid by the State.

Family—Includes in the case of—

- (a) *British officers, U. L. warrant and N. C. officers, civilian mechanics and subordinates, native ranks, and followers.*

Wife; unmarried daughters of any age residing with and dependent upon the individual; and sons under 16 years of age or irrespective of age if suffering from mental or bodily infirmity, also unmarried step-daughters of any age, and step-sons under 16 years of age, in the case of warrant, and N. C. officers.

For the grant of not-entitled passages "family" includes sons over 16 years of age, and other relatives residing with and entirely dependent on the individual.

- (b) *British regimental warrant and N. C. officers and men.*

Wife; unmarried daughters or step-daughters of any age, and sons or step-sons under 16 years of age, or irrespective of age if they came to India before they were 16 or are suffering from mental or bodily infirmity.

Government ward—The child of a deceased warrant officer or British soldier, whose maintenance has been undertaken by Government.

Hired transport—A vessel wholly engaged for Government purposes.

Freight ship—A vessel by which conveyance is engaged for parties of troops, stores, etc., but which is not wholly reserved for Government purposes.

Divisional Commander—Includes the commander of an independent brigade.

Brigade Commander—Includes the divisional commander in the case of troops serving directly under his orders.

ARMY REGULATIONS, INDIA.

VOLUME X.—PASSAGES.

General Instructions.

1. These rules will apply to all persons subject to the A. A. ^{Applicable} or I. A. W., lady nurses, civilian mechanics and subordinates, ^{of travelling} schoolmistresses, public followers, and the families of these ^{rules.} classes, whose travelling expenses are debited to the military and military works estimates, except in the case of the office establishments of the Military Accountant General, who, when travelling between Calcutta and Simla, will continue to receive travelling allowances under the Simla Allowance Code, and the subordinates of the M. W. S. and M. A. Department, who will continue to travel under the rules in the C. S. Regs., but see para. 22. They will only apply to those in civil employ to the extent prescribed by the C. S. Regs.

2. When free conveyance is admissible, river and sea passages by private vessel will be ordered on I. A. F. T1712 and 1724 respectively; rail and road passages will either be ordered by warrant (I. A. F. T1707 for rail and T1712 for road journeys), paid for in cash, or travelling allowances will be given at the rates laid down in para. 29 to admit of individuals making their own arrangements.

(a) Warrants will be issued for all movements to and from field service; all journeys made to and from manoeuvres, except in the case of officers whose units do not move who will draw travelling allowances for such journeys under scale "B" para. 29; all journeys performed by river; all movements of bodies of troops; all British soldiers; all ranks of the native army except furlough men and reservists; public followers; and the families of these classes; also for certain classes on the road journeys mentioned in para. 29, footnote (d).

(b) Travelling allowances should be given to the families of all British officers, single and widowed schoolmistresses, civilian mechanics and subordinates and their families, on all occasions; to British officers, lady nurses, departmental warrant officers, and an armourer acting as civil chief master armourer, when not accompanying troops; to the families of departmental warrant officers, and to schoolmistresses and their families, when travelling at the public expense apart from their husbands or when the latter also draw travelling allowances.

(c) The homeward fares of all native ranks proceeding on furlough will be paid by the O. C. the unit to the railway in cash; or in cases where units are stationed off the line of rail by remittance transfer receipt made payable to the examiner of railway accounts at the Hd. Qrs. station of the booking

railway, or if more convenient the fare may be given to the individual. Each individual before leaving his unit will be advanced his return fare and the total amount disbursed will then be adjusted in the next general state of accounts. If an individual becomes non-effective whilst on furlough, the return fare advanced will be recovered from his estate.

- (d) The homeward fares of reservists on first joining the reserve or returning from a training, will be paid and adjusted by the O. C. the unit and reserve centre respectively, in the same manner as prescribed in clause (c) for furlough men. When called up for training or service, reservists will be booked by railways on the authority of the passage order attached to I. A. F. Y1954, which must be completed before despatch to the reservist.

Applications for warrants or travelling allowances must be made in writing, and if possible on I. A. F. T1705 or 1715, to the officer competent to issue or authorize the same, see paras. 4 and 30.

Responsible
of issuing
and authorizing
officers.

3. The officer who authorizes a passage at the public expense, or the issue of a passage warrant or travelling allowances will be held personally responsible that this is authorized by these regulations, and any extra expense caused by the grant of unauthorized passages may be recovered from him. In no circumstances may a passage be authorized on the condition that if objected to the individual benefiting thereby will refund the amount, and doubtful cases must be referred to competent authority for decision.

Issue of
warrants
and credit
notes.

4. The following individuals are authorized to issue passage warrants and credit notes. They will be responsible for the safe custody of the forms issued to them, and liable to pay any charge arising from their theft and fraudulent use. Each warrant or credit note must be stamped before issue with the office seal, and if issued on account of any special service or expedition this must be endorsed thereon in red ink:—

Persons authorized to issue.	To what extent.
<i>By sea.</i>	
Q. M. G., India, D.A. G., G. Os. C. Divisions and independent bdes., and officers commanding at ports of embarkation	For individuals and animals.
Administrative and executive officers of departments	
Officers of the recruiting staff	
	For stores.
	For themselves, recruiting parties, and recruits.
<i>By rail, river and road.</i>	
All officers of Army, Northern and Southern Armies, Hd. Qrs., divisional, brigade and station staffs.	For themselves and all ranks serving under them, animals and stores. All warrants for regimental officers and parties of troops exceeding ten in number, also for the despatch of animals of units, will ordinarily only be issued by divisional brigade or station staff officers.
Officers of the recruiting staff	
Commandant, Indian Staff College	
	For themselves, and all moving under their orders.
	For himself, College staff, students, establishments, animals and stores.

General Instructions.

3

Persons authorized to issue.	To what extent.
<i>By rail, river and road—conold.</i>	
Military Secretary to His Excellency the Viceroy.	For all ranks, animals, and stores, of Body Guards.
Military Secretary to His Excellency the Governor of Madras.	
P. M. O., India, division or brigade, senior medical officers of stations, and medical storekeepers.	
Divisional sanitary officers	
Adjutants of Volunteer Corps	For all ranks and followers under their orders moving on departmental duty, also stores.
All administrative and executive officers of the S. and T. corps and Ordnance department, also military subordinates of any rank in independent charge of stations or outposts.	For themselves only.
All officers of the Remount department	For the sergeant instructors of their corps moving on inspection or other out-station duty, on the authority of a regimental order authorizing the journey.
Director-General of Military Works	Also for the sergeant instructors of their corps for journeys when these N. C. officers travel on any other description of military duty, on the authority of the Bde. Comdr.
All officers of the M. W. S.	For all ranks and followers under their orders moving on departmental duty, also animals and stores.
I. G., Imperial Service Troops	For himself and chargers.
Inspecting officers, Imperial Service Troops	Form E for themselves and all military subordinates moving on M. W. S. duty.
Commandant, Imperial Cadet corps	For himself and staff officer.
Resident, Nepal	For themselves and establishments.
2nd Asst. to A. G. G., Central India	For all ranks, followers, animals, and stores of corps.
Controllers of Military Accounts	For all ranks, followers, and stores of Nepal escort.
Pension paymasters	For military escorts.
Superintendents of Army Clothing	For all ranks and subordinates of the M. A. Department and stores.
Officers commanding British and native units or detachments.	For themselves, and subordinates moving on pension duties.
British officers on recruiting duty	For themselves, subordinates, and stores.
Agent General in India for British Protectorates in Africa administered by the Foreign Office.	For soldiers and followers, not exceeding ten in number, and stores.
Superintendents of Government printing, stationery, and mathematical instrument departments.	For themselves, recruiting parties, and recruits.
Inspector, Army Boot Factory, Cawnpore	For all native soldiers returning to India from these Protectorates. Such warrants to be enfaced in red ink that they will be audited and paid by the Agent General.
Agent for Government Consignments	
Contractors for printing G. of I. forms	
Veterinary officers in charge of hospitals	
Military subordinates of the S. and T. corps in charge of godowns or flour mills, and agents in charge of outposts.	
	For stores only.
<i>By road only.</i>	
Best camp sergeant, or S. and T. subordinate, Kalka.	For details moving from Kalka to Kasauli.

NOTE.—The authorities named may include (or issue separate warrants for) the families, chargers, servants, and baggage accompanying an individual or party.

Joining time.

5. Every movement order issued by a despatching officer on account of an individual travelling otherwise than with troops, will specify the date by which he should arrive at his destination if within Indian limits or at the port of embarkation if leaving India. This date will be fixed with reference to the circumstances of the movement, but if no special reasons exist for arrival by a particular date, six days may be allowed for preparation, and one day additional for each 250 miles where communication by rail exists, 200 miles by ocean steamer, 80 miles where communication by river steamer or horse dak exists, or 15 miles in any other case, or for any fraction of these distances. For sufficient reason this period may be specially extended by the Bde. Comdr. If the individual fails to arrive by the date named, he will, unless the delay is explained to the satisfaction of the Bde. Comdr., be treated as absent without leave.

Losses.

6. If any loss occurs owing to an individual not availing himself of the conveyance ordered for him, he will, unless this was caused by circumstances beyond his control, be called upon to refund the amount involved. In the case of those drawing travelling allowances or passage money no further assistance will be given on any account.

Extra travelling expenses.

7. A general or staff officer who is permitted, for his own convenience, to carry on his duties away from his permanent Hd. Qrs. station, must defray all extra travelling expenditure thereby caused.

Lien on passages.

8. A lien may be retained on any passage authorized under these rules for a period not exceeding one year (extendable in special cases to two years by the Divl. Comdr.) by British officers vacating their commands or appointments, retiring, or when placed on half pay; departmental officers with honorary rank and departmental warrant officers retiring; army schoolmistresses placed on the unemployed list; and families of deceased British soldiers. But in all cases, other than those of general officers and their families, and the families of deceased British soldiers, no claim to passage by private steamer will be admitted if the period an individual elects to remain in India includes any portion of a trooping season during which a passage by Government steamer could have been made available.

Relief movements.

9. The C.-in-C. will decide, subject to the approval of the G. of I., to what extent the periodical relief movements of troops are to be carried out by rail, route march, or other method. Applications for any change in the mode of movement must be based on public grounds, and requests for permission for troops to travel by rail at their own expense instead of by route march cannot be entertained.

General movement reports.

10. The O. C. any unit or detachment exceeding 50 men moving within Indian limits will send a movement report on I. A. F. T1708 to the Chief of Staff, the Q. M. G., India, the P. M. O., India, the Divl. Comdr., and the local staff officer, on (1) departure from original station, (2) departure from any station or camp at which a halt exceeding seven days has been made, and (3) arrival at destination. A copy of the itinerary of every move will be forwarded to the above men.

tioned officers by the O. C. in time to reach its destination before the unit or detachment leaves its original station. Any subsequent changes made to the itinerary should also be at once reported.

The veterinary officer if one accompanies, otherwise the O. C. a unit or detachment of British and non-silladar cavalry, the Viceroy's bodyguard, R. H. A., R. F. A., heavy and mountain artillery, or mounted infantry, will, on the above occasions, furnish the I. V. O. with a marching ^{out} report (I. A. F. VI755).

11. As a general rule no movements of British soldiers should take place between the 15th April and 15th October. Dates for movements. Convalescents will be despatched to sanatoria and removed therefrom on such dates as may be fixed by the G. O. C. the division in which the sanatorium is located. Departures from this rule may, however, be sanctioned by the O. C. the station in the case of invalids or small parties, and by the Divl. Comdr. in the case of large parties, or the interchange of sickly men in the plains with recovered men in the hills during the summer, if no unusual expenditure is thereby involved, and no danger to health is anticipated by the medical authorities.

12. General officers and their families will always be despatched by private vessels when moving beyond Indian limits, Grant of passage by Government and private vessels. in all other cases, unless otherwise stated, government vessels should be utilized whenever possible; passage by private steamer being only permissible during the period intervening between the close of one trooping season and one month prior to the sailing date of the first transport of the ensuing season, or during a trooping season when—

- (a) no transport is sailing within thirty days of the date an officer ceases to belong to the Indian establishment;
- (b) an officer is specially ordered by the C.-in-C. or a Divl. Comdr. to proceed at once without waiting for the next transport;
- (c) the Bde. Comdr. at Bombay or Karachi certifies that passage by transport will not be available during the trooping season;
- (d) a Bde. P. M. O. certifies that the individual's state of health is such that he cannot wait for passage by the next transport, or that he is suffering or recovering from a contagious disease rendering his despatch with troops undesirable;
- (e) a medical board declares the individual's state of health to be such that passage to the U. K. or any place on the homeward route of the transport would be positively dangerous.

When passage by private steamer has to be provided the individual should ordinarily embark at the nearest port to his station from which homeward bound steamers sail, but may be permitted to embark at another port if he pays the extra cost of conveyance thereto.

13. When passages are required for officers, and other than Allotment of passages. ordinary trooping details, application must be made to the Bde.

Comdr. who will arrange with the O. C. at the port of embarkation. The latter decides the allotment of passages, and when these are required by private steamer the line by which the individual should proceed. Any line of steamers having suitable passenger accommodation, and carrying surgeons, may be used, and the O. C. will be guided by considerations of economy in respect of passage money and detention allowance (see A. R. I., Vol. I), and the needs of each case. Applications for passage in government transports for sick officers requiring special accommodation and treatment during the voyage, should reach the embarking officer not less than fifteen days before the date of sailing, and must indicate the nature of the illness, etc., to admit of the required arrangements being made.

Despatch to
port of em-
barkation.

14. Officers and others ordered by a medical board or other competent authority to leave India without delay, may be at once despatched to the port of embarkation, telegraphic intimation to this effect and of the probable date of their arrival, being sent by the Bde. Comdr. to the O. C. at the port, who will arrange for their onward despatch. In other cases individuals should not be despatched from their stations until the Bde. Comdr. has arranged with the O. C. at the port of embarkation for their allotment to a particular vessel.

Seaport
expenses.

15. Officers will defray their embarking and disembarking expenses, but may be allowed the benefit of any arrangements made for the troops they may accompany.

Passage
money
claims.

16. Claims to passage money from a Colony to India, and also the claims of individuals recalled from leave in the U. K., who have sailed before the receipt of orders recalling them to duty, in circumstances in which passage is admissible under existing regulations, may be dealt with by the G. of I. All other claims on account of movements from the U. K. to India require the sanction of the S. of S. for India.

Contract
P. and O.
passages.

17. Passages required in P. and O. mail steamers for individuals travelling at the public expense, and for their families should be requisitioned under the contract in force, see Appx. II.

Sea passages
within
Indian
limits.

18. Sea passages within Indian limits should be provided in government vessels whenever possible; otherwise in the contract steamers of the B. I. S. N. Co., except between India and Aden in which case any convenient and economical line of steamers may be used. Inspecting officers may, however, travel by other steamers when this is absolutely necessary to avoid delay and inconvenience.

Sea and road
conveyance
of British
soldiers and
their families.

19. British soldiers and their families entitled to passage to the U. K. will ordinarily be detained to proceed by a transport, unless passage by private steamer is specially authorized, or when men are discharged for misconduct in the non-trooping season and the Divl. Comdr. may consider their immediate despatch by private steamer desirable. British soldiers travelling by road in India are ordinarily required to march, except when travelling separately or in small parties when conveyance for themselves, and for their families on all occasions, may be authorized to the extent named in para. 198 and Appx. VI.

General Instructions.

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20. During the trooping season all ranks serving at Aden ^{Passages from Aden during the trooping season.} entitled to free passage to the U. K. will ordinarily be embarked in the transport calling at that port, or if no transport is detailed to call there they will be sent, if passage by a government vessel is available, to Bombay for embarkation in a transport, otherwise by private steamer to Suez for embarkation in the next transport arriving there, or if the individuals are eligible for passage by private steamer, under the provisions of para. 12, they may be sent direct to the U. K.

21. Officers and subordinates transferred from military to civil employ travel under the rules contained in the C. S. Regs. ^{Transfers between civil and military employ.} Those transferred from civil to military employ travel under the rules in these regulations.

22. Whenever persons subject to the A. A. or I. A. W., ^{Form E certificate.} are entitled to first or second class accommodation, are travelling "on duty," otherwise than by warrant, over railways on which the contract rates apply (see Appx. V), they should be given a Form E certificate (I. A. F. T1709) which such railways accept, under the contract conditions given in para. 152, as authority for the issue of a ticket by a higher class than that paid for, subject to the limitation that British officers and native aides-de-camp must obtain first class, and other ranks second class tickets. Individuals proceeding on or returning from leave on m. c., or any authorized examination or class of instruction, and officers of silladar corps travelling on remount duty whether conveyed at the public expense or at that of the corps are held to be travelling on duty for the purpose of this rule. This certificate should be used, whenever possible, for all journeys on departmental duty of the military subordinates of the M. W. S. and M. A. Dept. The certificate must not be issued to persons ineligible to travel at contract rates, see Appx. V.

23. The concessions granted by railways to British troops ^{Special railway concession.} and their families and native troops, travelling at their own expense, are shown in Appx. IX.

24. Civilian bandmasters of native corps and their families ^{Civilian bandmasters.} may, when travelling with the corps, be given free passage by rail or by sea in government vessels, and for themselves only when the band may be sent to another station for temporary duty; but this concession establishes no claim to any other travelling expenses nor to passage on any account when not moving with the corps.

25. When travelling on duty within Indian limits, unmarried or widowed schoolmistresses, and married schoolmistresses ^{Unmarried schoolmistresses, etc.} unaccompanied by their husbands, should not be allotted passage in a government vessel unless other women are proceeding thereby, nor should they be sent by troop train or be required to halt at rest camps. In such cases they will be given passage by private vessel, or travelling allowances in inland movements. The hotel and daily allowances admissible are detailed in A. R. I., Vol. I, and despatching officers will arrange that inland journeys are carried out as rapidly as possible, and that unnecessary detention at seaports is avoided.

Families of
school-
mistresses.

26. If the husband of a schoolmistress has served in the regular forces and held a rank not below that of sergeant on discharge, he may also be granted free passage whenever the schoolmistress travels at the public expense, receiving accommodation, baggage, and other allowances, according to his late army rank. The children will be given free passage with the mother, with the same baggage allowance as the children of a regimental warrant officer.

Probationers
for training
as school-
mistresses.

27. Probationers selected for training as army schoolmistresses will be allowed free passage from their place of residence to the nearest training school, and return passage on completion of the training.

Charges met
from office
allowances.

28. Officers in receipt of an office allowance will defray therefrom the cost of the conveyance of their office records and any establishments paid from this allowance.

30. Applications on I. A. F. T1715 for the grant of travelling allowances should ordinarily be submitted to the O. C. the station in the case of individuals of units and others serving under his orders, in other cases to the officer under whom they are serving unless he is not a military officer when the application must be sent to the O. C. the station or nearest station. These officers will decide what scale of travelling allowances should be drawn for the particular journey referring any doubtful cases to superior authority. In the case of the staff of a volunteer corps not serving in a military station, the application should be submitted to the O. C. the nearest station. When individuals, such as the staff of railway volunteers, etc., receive free railway or other passes under local rules, no claim for travelling allowances on account of such journeys is admissible. If the duration of the duty is in any degree uncertain, travelling allowances can only be authorized on the temporary duty scale, but if and when the duty has lasted more than three months the difference between the temporary and permanent duty scales may be claimed and admitted.

Submission of applications for travelling allowances

31. When endorsed by the sanctioning officer, I. A. F. T1715 will constitute the travelling order, the authority for any required advance of travelling allowances, and eventually the travelling claim. In the case of an individual serving under an officer having the control of public funds, the authorized allowance for the journey may be advanced to him by the O. C. before departure, and the advance finally adjusted in the next pay list or other account rendered after the completion of the journey. In other cases an application should be made to the M. A. Dept. for the advance required; or if time will not admit of this course an advance of the amount admissible, provided it exceeds Rs. 100, may be drawn from the local treasury on a station order; the amount drawn being finally adjusted in the manner noted above (see also the rules in A. R. I., Vol. III, regarding permanent advances). If no advance is taken the claim for the amount due should be submitted through the general state of accounts in the case of regimental officers, otherwise direct to the M. A. Dept., immediately after arrival at destination. Travelling allowances issued to families entitled to passage on their own account will also be adjusted in the above manner.

Advance and adjustment of travelling allowance.

32. The disposal of all travelling allowances is left entirely to the discretion of the individual concerned.

Disposal of travelling allowances.

Inspecting Officers.

33. When travelling on inspection duty connected with their appointments, the following officers will, subject to the provisions of para. 34 and to their not having been provided with free conveyance, draw the undermentioned allowances to defray the travelling expenses of themselves, servants, chargers camp equipage, and baggage, in inland movements by rail and road:—

Journeys of inspecting officers.

By rail.—Fare rates under Scale B, para. 29; Form E being used for journeys over contract railways. If a charger is taken, the allowance admissible under Scale E may also be drawn.

By road.—The mileage rates admissible under Scale C, para. 29.

When travelling by sea or river, passages will be arranged by requisition. When, under para. 104, a bicycle is taken in lieu of a charger, the actual fare paid for it should be added to the travelling allowance claim. The grant of allowances under this para. for duly authorized inspection journeys will not require the sanction of any superior authority, and claims for the same should be submitted on the completion of a journey to the audit or controlling officer concerned on I. A. F. T1716.

All officers of the—

Military accounts department.
S. and T. corps (including departmental officers with honorary rank).
Army veterinary department.
Military works services.
Indian submarine mining corps.

Ordnance department (including departmental officers with honorary rank).
Government farms staff.
Signalling staff.
Mobilization staff.

Also the following officers:—

I. G. of Volunteers, and his brigade major.
Director of military education.
D. A. A. G. for British army schools.
Inspectors of army schools.
Secretary, defence committee.
A. A. G. and D. A. A. G. of the Divl. or Bde. staff and Bde. Major (when inspecting barracks, camping grounds, camps, or roads).
Superintendent of pensions and family payments, Madras.
Inspector of Artillery and his orderly officer.

Director general, army remount department.
Officers of the army remount department (when travelling over 20 miles from their station).
Inspector of gymnasia.
A. A. G. or D. A. A. G., R. E.
A. A. G. for musketry.
Inspecting officer of Cantonments.
Divl. or Bde. principal medical officers.
Recruiting staff officers.
Senior Medical Store-keeper to the G. of I.

When the Directors-General of ordnance, military works, and army remount department, or the Director, S. and T., avail themselves of the reserved compartment admissible by rail under para. 153, clause IV, they will not draw the ordinary allowance, but may claim the actual amount paid for servants subject to a maximum of three third class fares.

All other inspecting officers will ordinarily travel on warrant when moving on inspection duty, but may, at their option, draw travelling allowances for any such journey, provided that the whole journey by rail and road is completed either by warrant or by travelling allowance, any admixture of the two systems in one journey being inadmissible.

Road conveyance.

34. When the pay and allowances of an individual include tentage, he is required to defray all marching expenses between

stations, and when moving with bodies of troops during manœuvres, also those connected with movements within his own station, and in its vicinity within a limit of 5 miles, or 10 miles if in receipt of horse allowance, by the direct route, from the main Protestant church (or post office where there is no church) of the station. When this limit is exceeded, travelling allowance for the whole distance may be drawn at the rate given in Scale C, para. 29. For the exceptions to this rule see para. 35.

NOTE.—The term “marching expenses between stations” used in this para. means expenses incurred when moving with bodies of troops, details, or transport, by route march, by regular recognised stages, from one station or camp to another.

35. When suitable government carriage cannot be supplied, Conveyance hire may be drawn at the following rates in the cases mentioned :—

(a) *British officers while on duty at outstations.*—At the mileage rates given in scale C, para. 29.

(i) For journeys within five miles, or 10 miles if a horse or bicycle is taken, by the direct route, from the fixed travelling point in the outstation, provided neither deputation nor detention allowance is drawn.

(ii) For journeys more than five miles, or ten miles if a horse or bicycle is taken, by the direct route, from the fixed travelling point in the outstation, provided detention allowance is not drawn.

(b) *Departmental officers with honorary rank, warrant and N. C. officers and civilian mechanics of all departments (assistant surgeons only of the I. S. M. D.), master gunners, armament artificers, Sergeant instructor in gunnery at Aden, and park sergeants.*

(i) Journeys within five miles radius of their permanent station, if not in receipt of horse, pony, or other allowance intended to cover their travelling expenses; or at an outstation provided a horse or pony, or bicycle, is not taken at government expense or deputation or deputation allowance drawn—the following daily rates :—

Class A.—At 8 annas a day;

Class B.—At 1 rupee a day;

Class C.—At 2 rupees a day;

for each day on which a journey by road whatever be the distance or mode of conveyance.

For the purposes of this rule individuals will be classed by the local head of the department concerned according to the distance they are normally called upon to travel within the 5 miles radius daily. Such classification should be frequently and periodically revised, and will form the subject of special inquiry by inspecting officers of the M. A. Dept. As a guide to

such classification individuals who normally travel from 2 to 5 miles, 5 to 10 miles, and over 10 miles daily, will be classed A, B, and C respectively.

- (ii) Journeys beyond a five miles radius of their permanent station, or ten miles radius if in receipt of horse or pony allowance, unless in receipt of an allowance intended to cover such travelling expenses. At the mileage rates given in Scale C, para 29.
- (c) *Military clerks (entitled to draw travelling allowances) and civilian subordinates of all departments.*—Journeys between fixed point (see para. 34) and railway station in both stations, on either temporary or permanent transfer. At the mileage rates given in Scale C, para. 29.
- Military clerks (not entitled to travelling allowances) and hospital assistants.*—Journeys between fixed point (see para. 34) and railway station in both stations, on either temporary or permanent transfer. At the mileage rates given in Scale C, para. 29, for classes V and VI respectively.
- (d) *Clerks of Northern and Southern Armies Hd. Qrs. entitled to travelling allowances, on tour.*—Journeys from and to railway stations only, at halting stations. At the mileage rates given in Scale C, para. 29. Military clerks not entitled to travelling allowances will be allowed on such occasions the mileage rates admissible under Scale C, para. 29, for class V.
- (e) Individuals who may have to travel more than a mile each way between their offices and treasuries to cash Government cheques for considerable amounts, or without reference to these conditions when the safe conveyance of the money necessitates a vehicle being engaged, will be refunded the actual expense incurred, on a certificate by the head of the office that the charge was unavoidable. If, however, the responsible officer concerned receives an office allowance he must meet such charges therefrom.

Claims under (a) may be recovered direct from the M. A. Dept. by the individual concerned on I. A. F. T1716. In other cases one bill will be prepared monthly on I. A. F. T1718, which will include all journeys of the individuals of the same establishment, and after being scrutinised and passed by the head of the establishment, will be submitted for the sanction of the competent financial authority (A. R. I., Vol. III), or in the case of Army Hd. Qrs. establishments may be sanctioned by the head of the department.

36. Special conveyance allowances are authorized for the—

Assistant commanding royal engineer, and garrison engineer, at Poona.
All M. W. S. officers at Secunderabad.

{ Rs. 30 a month, provided no other travelling allowance for road journeys within a limit of 10 miles be drawn.

Special conveyance allowances.

Garrison engineer, Jalapahar sub-division.	} Rs. 30 a month, provided no horse allowance or other travelling allowance for road journeys within a limit of 10 miles be drawn.
Ditto at Ranikhet	
Ditto at Allahabad	
Proof officer, assistant proof officer, head overseer, overseer, and assistant overseer, Balasore.	} Rs. 30 a month.
Cantonment magistrate of St. Thomas' Mount and Pallaveram.	
Inspector of ordnance machinery, Bombay	" 17 "
" " " Aden	" 15 "
Assistant surgeons, I.S.M.D., in subordinate medical charge of gun and shell factory, Cossipore, or the rifle factory, Ishapore	} " 30 "
Transport sergeant major at Fort William	
" " " Madras	" 30 "
" " " Bombay	" 30 "
" " " Rangoon	Rs. 15 each a month during the trooping season.
	Actual amount of conveyance hire spent on duty up to a limit of Rs. 10 a month. Government transport to be provided whenever available.
Master gunner, Karachi	Rs. 13 a month.
" " Fort Agra	" 10 "
Warrant and N. C. Os. actually working in the Bombay Arsenal.	Rs. 3 a month to each man residing at Colaba.
Men of collarmakers and master tailors classes at Madras.	4 annas each man daily when government conveyance is not available.

37. Native officers and hospital assistants when not travelling with troops by road, will perform such journeys on warrant. All other native soldiers and public followers, when travelling separately or in small parties on duty, or under the provisions of para. 79, will ordinarily be required to march, but may be granted road conveyance in the following special cases when:—

- a medical officer certifies that they are unable to march.
- in exceptional cases the circumstances may necessitate rapid movement.
- escorts accompanying stores may be required to move faster than they can march.
- economy may result from the more rapid movement.

The grant of road conveyance may only be authorized by the O. C. the station and will be published in station orders, or in the case of men not serving at a military station by the local head of the department whose certificate to this effect should be endorsed on the warrant or bill. Such conveyance will be restricted to bullock train or country bullock cart if available, otherwise the cheapest means of conveyance locally procurable, and to the boundary of Nepal only in the case of Gurkhas. Government transport should be used when available.

Passage money.

38. When passage by private steamer to the U. K. would otherwise have to be provided by the State for general officers and their families who are not conveyed in transports; or for other officers, lady nurses, and departmental warrant officers, in consequence of their being obliged to leave India during the

To the
U. K. or
Colonies in
lieu.

non-trooping season or of accommodation on a transport not being available; they may, if they prefer, draw passage money at the following rates. Other ranks will not be given passage money in any circumstances.

Proceeding from	Officers and lady nurses	Departmental warrant officers
(i) Any port in India.	B.I.S.N. Co.'s current direct by sea to London.	1st Class fare from Calcutta
(ii) Aden direct		2nd class fare from Calcutta
(iii) Rangoon direct.	Bibby line <i>current</i> direct by sea to London.	1st class fare from Rangoon
		2nd class fare from Rangoon

For a general officer entitled to and actually paying for reserved accommodation, $1\frac{1}{2}$ current fares are admissible.

Officers' families.

Current 1st class fares as above for wife and each child over 12, and a half fare for each child under 12 not carried free, less messing deductions as laid down in Scale III, para. 108, for 25 days (19 from Aden).

European servants.

Current 2nd class fares as above, less a messing deduction of 2s. 6d. per diem for 25 days (19 from Aden).

Application for passage money will be made on I. A. F. T1717.

39. An officer entitled to passage to a Colony and back will be provided with a return ticket, by the P. and O. line when their vessels ply to the Colony concerned, otherwise by the B. I. S. N. line; or the O. C. at the port of embarkation may authorize the issue to him of the cost of the return ticket.

40. A captain of the Indian service, invalided to the U. K. on account of wounds or illness contracted on active service, may draw an advance of passage money at the rate given in para. 38 to be repaid after return to India.

41. Except in the case of general officers travelling on inspection duty who may make their own arrangements and recover the authorized fares, all passages by sea within Indian limits are to be engaged by requisition. Passage money should not be given.

42. Warrant and N. C. officers of the U. L. will not be permitted to leave India on privilege leave until their O. C. is satisfied that a return passage has been secured.

Not-entitled passages.

43. When accommodation is available on Indian service transports or R. I. M. vessels, the undermentioned individuals may be granted not-entitled passages by the O. C. at the port of embarkation, or other authority named. Such passages will be allotted in the following order of precedence and according to juniority in each category, and will be restricted to one passage in three years, unless spare berths are available.

Passage money to Colonies.

Advance of passage money.

Passages within Indian limits.

Soldiers granted privilege leave.

Indian transports on home-ward voyages and R. I. M. vessels.

sages for officers of the R. I. Marine will be similarly allotted according to their relative rank. In all returns not-entitled passengers should be shown separately from those entitled to passage. Not-entitled passages in R. I. M. vessels within Indian limits only, may also be granted by the D. R. I. Marine in communication with the O. C. at the port of embarkation, to officers and subordinates of the R. I. Marine, and their families only.

1st class.

- (a) Captains of the Indian service invalided from wounds received in action or sickness contracted on field service; and their families. See also para. 40.
- (b) Families of all subalterns and captains who die in the service.
- (c) Families of field officers who die in the service.
- (d) Captains of the Indian service invalided from climatic causes and their families.
- (e) Departmental officers with honorary rank, quarter masters and riding masters and their families.
- (f) Other officers of the British and Indian services, whether in military or civil employ, below the substantive rank of major, whose circumstances render such a concession desirable; and their families.
- (g) Substantive field officers invalided from field service, or when treatment on a transport is necessary; and their families if accompanying them.
- (h) Other substantive field officers of the British and Indian services, whether in military or civil employ, whose circumstances render the concession desirable, and their families.

2nd class.

- (i) Departmental warrant officers, and their families.
- (j) Families of non-departmental and R. E. warrant officers and Class I. U. L. and R. E. N. C. officers permitted to accompany them on furlough. If sanctioned by the Divl. Comdr.
- (k) Families of regimental warrant officers and Class I. N. C. officers, recommended by the medical authorities for change of climate. If sanctioned by the Divl. Comdr.
- (l) Non-departmental and R. E. warrant officers and Class I. U. L. N. C. officers, proceeding on privilege leave.

Lower classes.

- (m) Families of other U. L. and R. E. N. C. officers permitted to accompany them on furlough. If sanctioned by the Divl. Comdr.
- (n) Families of other N. C. officers and men recommended by the medical authorities for change of climate. If sanctioned by the Divl. Comdr.
- (o) Other U. L. and R. E. N. C. officers proceeding on privilege leave.
- (p) British soldiers proceeding on special furlough (see para 260-A, A. R. I., Vol. II).

In other cases passages require the sanction of the G. of I.

Not-entitled
passages
from
the U. K.

44. Officers and departmental warrant officers serving in India desiring not-entitled passages from the U. K. for their families or relatives should submit their applications to the Divl. Comdr. who will transmit those of Indian service applicants to the G. of I., and those of British service applicants to the W. O., for consideration.

Passages.

C.-in-C., Army Comdr., and personal staffs of high officials.

C.-in-C. and
Army Comdr.
on appoint-
ment.

45. The rules regulating the equipment and voyage to India of the C.-in-C. are contained in the C. S. Regs. An Army Comdr. travels under ordinary military rules, see para. 51 (d).

Personal
staffs of
high
officials.

46. Free passage for the personal staff officers of the following high officials, in the circumstances noted, is restricted to:—

When accompanying	To India on appoint- ment	From India on vacation. (b)	REMARKS.
	Officers.		
G. G. in Council	3	2	(a) Free passage may be granted for this number irrespective of where the Commander-in-Chief may be residing on appointment.
Governor of Madras or Bombay	2	1	
Commander-in-Chief	3(a)	1	
An Army Commander	1	1	
Widow returning to Europe of a Governor General in Council, Governor or Commander-in-Chief, who died in India	1 officer (b)		(b) Free return passage will also be granted provided the return voyage is commenced within two months from the date of leaving India.

Personal staff officers of the C.-in-C., if belonging to the British service, are entitled on the expiration of their tenure of appointment to free passage when posted to a unit not on the Indian establishment.

Chaplains.

Passage
beyond
Indian
limits.

47. Chaplains on the Home Indian service transports are appointed by the Home authorities. A Presbyterian chaplain specially appointed by the S. of S. for duty with troops on the outward voyage may be granted a free return passage to the U. K. on condition that his services are available for duty if required. He should ordinarily return by the same transport in which he came to India. In the case of R. I. M. vessels or hired transports engaged in India and conveying British troops to the U. K. or the Colonies, the O. C. at the port of sailing will grant a free passage to a Church of England chaplain, and also to a Presbyterian chaplain and a Roman Catholic priest when not less than 300 men of their respective denominations are embarked, in return for their services during the voyage. Chaplains so embarked will have no claim to return passage, but if the vessel is returning at once to India with troops they may return thereby under the same conditions. Passages for their families, or for other clergymen, will only be granted by the G. of I. and in exceptional circumstances.

48. Chaplains of all denominations proceeding on or re- turning from field service receive passage under para. 98, on other occasions they draw travelling allowances under the C. S. Regs., except Roman Catholic priests who receive—

Passage, within Indian limits.

- (a) eight annas a mile by road, and a double first class fare by rail, when they proceed more than five miles from their stations—
 - (i) on a regular authorized periodical visit to an out-station. (In the case of Port Blair free passage by sea is authorized for four visits annually from Rangoon.)
 - (ii) to visit a civil station at which there are not less than twenty British born Roman Catholics, natives of the U. K., such visits being authorized and limited by the local Government to from 3 to 12 visits annually, according to the distance or facility of communication.
 - (iii) on transfer to another station, provided the transfer has been approved by the G. of I.
- (b) free passage, on warrant, for himself, one servant, and the free railway allowance of baggage, when proceeding under the sanction of the O. C. the station (to whom application should be made by the O. C. the out-station or camp), to an out-station or camp, to minister to a British soldier or his family in severe sickness, and when returning therefrom.

Instructional courses and examinations.

49. All ranks may receive free passage, subject to the conditions prescribed in para. 50, when detailed or permitted by competent authority to attend an authorized instructional course, or linguistic or professional examination, whether obligatory or voluntary, except in the case of officers permitted to proceed to Russia to study the language for whom special allowances are prescribed in A. R. I., Vol. I. They will be considered as travelling on duty, travelling allowances being issued for rail and road journeys and warrants for river journeys to the classes mentioned in para. 29, and warrants for all journeys to other individuals. When the course of instruction is held in the U. K., sea passage will be restricted to Government vessel, (except in the case of officers selected to attend the gunnery staff course at the Ordnance College, Woolwich), for other sea journeys passage by a private vessel may be authorized if necessary.

General rules.

When the actual duration of an instructional course held in the U. K. considerably exceeds three months, families may receive passage under the provisions of para. 70 to the same extent as if the husbands were proceeding on permanent duty, but passages by sea to and from the U. K. will be restricted to government vessels, and in no circumstances will any travelling expenses in the U. K. on account of families be admitted.

50. An officer who has received free passage under para. 49 and who failed to pass the prescribed final examination will not be given free passage on a second occasion.

Conditions of grant of free passage.

Travelling
allowances
admissible.

51. Warrants will be issued for journeys by river, and travelling allowances to the following extent for movements by rail and road:—

- (a) Officers when first joining and finally leaving the Indian Staff College, or when proceeding to Japan to study the language and returning therefrom on completion of the prescribed course, and those of the R. E. when proceeding to undergo a course of instruction in the Telegraph Department, and returning therefrom after its completion, will draw the rates allowed by scales A and C, para. 29.
- (b) For journeys to and from an authorized instructional course of linguistic or professional examination, officers and others entitled to draw travelling allowances will be granted the rates allowed by Scales B and C, para. 29.

In cases where the journey includes any portion by sea, passage will be arranged as laid down in para. 13. The above rules apply to officers proceeding to Burma and China to qualify in Pekinese. Passage for chargers will be regulated by para. 103 in the case of officers mentioned in clause (a), and by para. 104, in all other cases.

Officers
attending
courses or
examination
while on
leave.

52. Under the conditions named in para. 50, officers detailed or permitted to attend an authorized instructional course or examination, while on leave in India, may be granted travelling allowances from their place of residence to the station concerned, and back thereto, or to their own stations, but not exceeding that which would have been admissible had they not been on leave. Officers on leave in the U. K. admitted to the Staff College but not to other courses, or continuous or prolonged service R. E. officers selected for instruction at the school of military engineering, Chatham, may receive free passage back to India if they return immediately on the termination of the course.

Civilian
mechanics.

53. A civilian mechanic of the ordnance department deputed on duty to the U. K. will receive when proceeding and returning, free passage for himself; and also for his family, subject, however, in the case of a mechanic serving under the C. S. Regs., to not more than two full fares being allowed for the conveyance of his family.

On duty.

"On duty"
Journeys

54. The following are entitled to free passage in the circumstances named below, whether the duty be permanent or temporary:—

- (a) All persons subject to the A. A. or I. A. W., and lady nurses, when travelling on duty, or when detailed or summoned to attend a civil court in a criminal case, but—
 - (i) an officer returning from leave to the U. K., who may receive free passage in consequence of being detailed for duty with troops is not entitled to passage beyond the station at which he leaves such troops.

- (ii) if during the absence of an Indian service officer on leave out of India his unit moves to a colonial station, he will be given a free passage to such station only from the port in India at which he disembarks on return from leave. Similarly a regimental officer whose unit is moved, otherwise than by route march, to another station within Indian limits, during his absence on leave, will be allowed free conveyance from the original to the new station, for his chargers, servants, baggage and camp equipage left behind in charge of the unit concerned and actually present with it at the time of its move, provided that the authorised scales are not exceeded and that the chargers, etc., are removed to the new station simultaneously with the unit to which the officer belongs.
- (iii) an officer of the British service resigning his appointment in the Indian army and joining a British unit in India must defray his own expenses.
- (iv) a lady nurse sent to another station to attend a sick officer travels on duty, but her travelling allowances will be recovered from the officer concerned unless he is below substantive field rank and is suffering from disability contracted on duty.
- (v) in the case of native ranks the grant of passage by road will be governed by the conditions in para. 37.
- (b) An officer of the British service proceeding to the U. K. on completion of his prescribed tour of service in India. (See Appx. VIII.)
- (c) An officer of the British service detailed for a tour of duty with a reserve battalion at home, or returning to India on the completion of the prescribed three years' tour with such battalion.
- (d) An officer of the British or Indian service, selected for the command of an army corps, division, or brigade, or for any staff or administrative appointment carrying the rank, whether permanent or temporary, of general officer, or a surgeon general, will, whether residing in or out of India, be granted free passage to join. On completion of the prescribed tour, or when compelled to vacate by the rules of the service, those of the British service and those of the Indian service who were originally appointed while residing out of India, will receive free passage back to the U. K.
- (e) An officer of the British service when joining a staff, departmental, or extra-regimental appointment in India, other than those named in clause (d).
On vacation provided he has completed the pre-

scribed tour of service therein, or has been compelled to vacate under the rules of the service, he will also receive free passage to rejoin his unit if borne on the cadre of a unit, or to the U. K. in other cases. But, except in the case of a quartermaster appointed to the reserve or extra reserve battalion who will receive free passage to the U. K., any officer selected for an appointment under the Imperial or a colonial government is not entitled to passage at the expense of the Indian Government, and in such cases the instructions received from the W. O. will determine whether the officer is to receive passage at the expense of the Government employing him, or defray his own expenses. Officers proceeding to the U. K. on appointment as adjutants of reserve battalions, and *all* officers posted to extra reserve battalions, as also their successors on the Indian establishment, will receive passage at the expense of the Imperial Government.

- (f) An officer of the Indian service when joining a staff, departmental or extra-regimental appointment in India, other than those named in clause (d), or an appointment at the War or India Office reserved for Indian service officers. On vacation those borne on the cadre of a unit or department will be given free passage to rejoin, provided they have completed the prescribed tour of service therein or have been compelled to vacate by the rules of the service.
- (g) Civilian mechanics and subordinates when travelling on duty, provided they are entitled to pay during transit.
- (h) Public followers when travelling on duty. Road passage will only be given under the provisions of para. 37.

Officers
liable for
passage of
successor.

55. An officer of the British service will be liable for the cost of the passages—

- (i) of himself and his family, his personal staff (if any) and their families;
- (ii) of the officer sent to fill a vacancy, and the personal staff (if any) of such officer;

caused by—

- (a) An exchange or transfer unless it is carried out solely in the interests of the public service, or, under the Home Regulations, after six years' service abroad.
- (b) An officer being appointed to the staff of a civil governor, to a civil appointment, or to an appointment under a foreign government or a trading company.
- (c) An officer becoming a member of the House of Commons.
- (d) An officer vacating a staff, departmental, or extra-regimental appointment before its term is com-

pleted, unless on account of ill-health or some other cause beyond his control.

- (e) An officer being appointed to the personal staff outside the command in which he is at the time serving, an adjutancy of the territorial force, or other extra regimental appointment in circumstances where the nature of the appointment does not justify the expenditure of public money on the passages involved.

NOTE.—The term "command" used above, includes India proper, Burma and Aden.

- (f) An officer being transferred to the reserve or extra reserve battalion, or yeomanry, upon temporary retired pay for 10 years under the Royal Warrant, before completing the period of service qualifying for retirement with a gratuity.

The officer detailed to fill a vacancy will be provided with passage in the ordinary manner and the cost of the same will be reported for recovery or charged to Imperial funds, as may be directed by the War Office in the instructions issued in each case.

On first appointment, etc.

56. The following are entitled to free passage on first permanent appointment or entertainment:—

Passage on first permanent appointment.

From the United Kingdom.

- (a) Officers of the British and Indian services; lady nurses; and civilian mechanics and their families.

Within Indian limits.

- (b) Officers of the Native Indian Land Forces; lady nurses engaged in India; from their place of residence to the station to which appointed.
- (c) Military medical pupils from their homes to the training college on passing the entrance examination, travelling on warrant with a baggage allowance of two maunds, and from the college to the station to which appointed on passing the final examination.
- (d) British soldiers selected to join an army department (including the M. A. Dept.) whether from their unit or an extra-regimental appointment, and their families.
- (e) Civilian subordinates posted to "beyond sea" stations. By sea only.
- (f) Muleteers of mountain batteries, and men of the A. H. corps from the station of entertainment to that of their unit. By rail, river, and sea.
- (g) Public followers entertained in India for continuous service in Burma, from place of entertainment to station at which required. By rail, river and sea.
- (h) Langris, langri-bhistis and bhistis of the quartermaster's establishment of all regiments serving out of their recruiting province or presidency, are entitled to free passage from place of entertainment to regimental head-quarters, on the understanding that they are both enrolled and attested.

Temporary
public
servants.

On temporary engagement.

57. When the O. C. the station is satisfied that civilian subordinates or public followers, required for temporary employment only, cannot be obtained in the station, he may authorize free passage from the nearest place at which they can be engaged. On termination of their employment, these, and any men of the same classes engaged for temporary service with troops, animals, and stores, moving within Indian limits, may be given free passage back to their place of entertainment, or any other station not involving more expense. Free passage by sea will only be granted to men engaged to accompany troops, animals, and stores, moving by sea; in other cases free passage will only be given to civilian subordinates by rail and river, with an allowance of two annas per mile or 4 annas if drawing over ₹100 per mensem, by road, and to followers by rail and river. No expense on account of families, servants, and baggage, will be admitted, and warrants should be issued for all rail and river journeys.

Applicants from distant stations for employment in ordnance factories as artificers will pay their own passage by rail to such factories; the expense thus incurred will, however, be refunded should they render approved service for three months.

Half pay list.

Passages on
being
placed on,
or re-trans-
ferred from,
the half pay
list.

58. Individuals placed on half pay, or re-transferred from the half pay to the effective list, are only entitled to free passage in the following cases:—

To the United Kingdom.

- (a) Officers of the British service placed on half pay on attaining the prescribed age or service in a rank, or on completion of a full tour of staff service.
- (b) Officers of the Indian service transferred to the half pay list while serving in India.

From the United Kingdom.

- (c) Departmental officers with honorary rank and warrant officers, retransferred from the half pay to the effective list.

Exchanges.

Passages on
exchange.

59. All expense connected with exchanges, in excess of what would ordinarily have been incurred, must be borne by the officers concerned; except in the case of those authorized by the K. R. after six years' service abroad, when free passage is admissible at the public expense by road, river, rail, and sea in a government vessel, to or from the U. K.

Retirement.

Passages on
retirement.

60. The following individuals are entitled to free passage, as noted below, on retirement after service entitling them to a pension or gratuity:—

To the United Kingdom.

- (a) Officers of the British service (other than those ap-

pointed to the auxiliary forces on temporary retired pay), and lady nurses.

NOTE.—An officer permitted by the C-in-C to proceed to the U K. in anticipation of his retirement being notified in India, is restricted to sea passage by government vessel

- (b) Officers of the Indian service compulsorily retired, otherwise than on account of age.
- (c) Army schoolmistresses. By road, river, rail, and sea in a government vessel only.

To the U. K. or the colonies.

- (d) Departmental officers with honorary rank and warrant officers, on electing the English rate of pension on retirement, or subsequently on first transfer from the Indian to the English pension rate provided they did not receive passage under (e) on retirement.

Within Indian limits.

- (e) Departmental officers with honorary rank and warrant officers electing the Indian pension rate, and their families. To their intended place of residence.

NOTE.—The free passage admissible under clauses (d) and (e) may also be granted to the classes referred to therein when proceeding on leave in anticipation of retirement, subject to the liability to refund the cost if they subsequently rejoin.

- (f) Army schoolmistresses electing to remain in India. By road, river, rail, and sea in a government vessel only, to their intended place of residence.

NOTE.—If passage is accepted under clauses (e) or (f), no further claim to passage in or out of India will be admitted.

- (g) Civilian subordinates, engaged in India, and their families. By sea only.

60A. Officers of the Indian Service serving with their regiments at colonial stations, who retire under ordinary circumstances and are desirous of returning to India, may be granted free passage by sea and rail for themselves, and free passage by rail for their families, to the station at which the depots of their regiments may be located, or to a nearer station if they so wish.

Resignation.

61. Individuals who resign the service, or a staff, departmental or extra-regimental appointment before the expiration of the prescribed tour, forfeit all claim to free passage except in the following cases:—

To the United Kingdom.

- (a) Lady nurses resigning during their second or further term of service, who did not avail themselves of the authorized passage out of India on their last re-engagement.
- (b) Army schoolmistresses resigning or placed on the unemployed list.

Dismissal or removal.

Passages for individuals dismissed or removed from the service.

62. The following individuals are alone entitled to free passage when dismissed or removed from the service:—

To the United Kingdom.

- (a) An officer of the British service (which includes an officer awaiting admission to the Indian army), removed during the first three years of his service, under the R. W. If removed during the trooping season and the attendant circumstances are such as render despatch by a transport undesirable, the case will be dealt with under para. 63, but passage for his family will not be authorized.
- (b) An officer removed in consequence of failure to pass the examination for final admission to the Indian army (or to the colonies in lieu, provided any excess cost is paid by the individual).
- (c) Lady nurses engaged in the U. K. By road, river, rail, and by sea in a private vessel only.
- (d) British soldiers' wives, other than those born in India, removed from the married roll for misconduct, and any children who may accompany them. By road, river, rail, and by sea in a private vessel only.

NOTE.—Such women will be sent to the port of embarkation in charge of the husband, or other soldier detailed by the O. C., who will receive free passage to and from the port.

Within Indian Limits.

- (e) Native soldiers and hospital assistants dismissed the service while serving outside the civil province or administration in which recruited. By sea if necessary, and by rail to the nearest railway station to the man's home. Families of these men, provided they are natives of India proper and were conveyed to such stations at the public expense, may be given free passage for any portion of the journey by sea.

For the purpose of this rule, Sind may be held to be a separate administration.

Within Indian Limits.

- (f) Civilian subordinates, engaged in India, and dismissed or removed whilst serving at Aden. By sea only from Aden to Bombay.

Concession passages.

63. In other cases if the C.-in-C. is satisfied of the inability of an officer who has been dismissed or removed (or is permitted to resign to avoid removal) from the service, to pay for his own passage or that of his family, he may at his discretion provide passages for them (not passage money) by any line to the U. K. or to any British colony, and also passage to the port of embarkation. The class of passage provided should be in accordance with the merits of the case, and a report will be made to the G. of I.

Destitute persons.

64. Free passages by rail, road, river, and government vessel, from their stations in India to their selected place of residence in the U. K., may be granted by a Divl. Comdr. to the following persons, when the O. C. the station in or near which they reside certifies that they are destitute, and that their removal is desirable on public grounds:—

Passage to U K. for destitute persons.

- (a) Widows and children of departmental officers with honorary rank and warrant officers.
- (b) Pensioners and discharged British soldiers, and their families, provided their distressed circumstances are solely due to failing health or inability to obtain employment, and that they produce a certificate signed by some responsible person that they have borne a good character since discharge.

The above concessions, however, are not applicable to the families of individuals who married after retirement or discharge. See also para. 74.

65. Free passage to their intended places of residence in India may be granted to the widows and children of departmental officers with honorary rank and warrant officers when left in destitute circumstances. Applications for this concession will be submitted to and dealt with on their merits by the competent financial authority. (See A. R. I., Vol. III.)

Passage in India for destitute persons.

Discharged soldiers, etc.

British.

66. Soldiers purchasing their discharge and leaving India will not be given passage by government vessel (except as not-entitled passengers within Indian limits), and must lodge beforehand the cost of the journey for themselves and their family to their selected destination. The amount will be ascertained, if necessary, from the O. C. at the port of embarkation. The O. C. the unit will pay for the inland journey from the deposit, and remit the remainder to the O. C. at the port who will then arrange for the required sea passages. The necessary deposit may be made by relatives or friends with army agents in England, in which case the C. M. A. concerned, on receipt of intimation to that effect, will authorize the O. C. to pay for the inland and sea journeys as above. Warrants should not be used in these cases.

Soldiers discharged on purchase.

67. A British soldier on final discharge from the army otherwise than by purchase, see para. 66, may elect to receive free passage for himself, and family if on the married roll, either—

Passage on final discharge.

- (a) to his selected place of residence in the U. K., or
- (b) to the nearest port in steam communication with India in any British colony, or
- (c) to his selected place of residence in India.

But when a soldier enlisted out of India elects and is permitted to remain in India; or if enlisted in India he elects to

proceed to the U. K. or a colony; no further conveyance can be claimed from the military authorities.

A soldier proceeding on furlough pending discharge may, in anticipation, be given the free passage admissible to him and his family on discharge, subject to liability to refund the cost if he rejoins.

Native.

Passage for
native ranks
and
followers
on discharge.

68. Free passages to native ranks and public followers, on discharge, and their families, are only admissible to the following extent:—

- (a) Men of the Carnatic ordnance artificers or of the Governor's band, Madras, when pensioned, discharged as physically unfit for further service, or on completion of any specified period of service for which attested or re-engaged. By rail and road to their place of enlistment, or to any other place not involving more expense.
- (b) Hospital assistants, native soldiers, recruit and pension boys—
 - (i) When discharged on reduction of establishment, or pensioned, or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence. By rail, river, and sea to their homes. Those discharged as physically unfit may also be given two annas per fifteen miles to be travelled by road between the nearest point to which they can be conveyed by rail, river, or sea, and their homes, provided that in the case of those receiving a pension or gratuity on discharge the road journey exceeds fifty miles.
 - (ii) Those serving with the localised infantry battalions in Burma if natives of India proper, who were enrolled before the 1st January 1904, when discharged within that district at their own request after completing the term of service for which attested. By rail, river, and sea to their homes.

NOTE.—The free passage admissible under clause (b) may be granted to native soldiers when proceeding on leave in anticipation of retirement, subject to the liability to refund the cost if they subsequently rejoin.

- (c) Driver and artificer establishments of the S. and T. corps, and men of the A. H. and A. B. corps, when discharged on reduction of establishment, or pensioned, or discharged as physically unfit for further service unless their unfitness was caused by their own imprudence. By rail, river, and sea, to their homes.

NOTE.—If specially engaged for service in Burma or at Aden, they will come under (d).

- (d) Public followers, serving at a "beyond sea" station, if originally engaged in India, on reduction of establishment, or when pensioned, or discharged as physically unfit for further service unless their

unfitness was caused by their own imprudence, or those discharged on completion of the specified period of service for which engaged at such stations. By rail, river, and sea to their homes.

- (c) Families of native soldiers of units localised in Burma or at Aden, provided they were borne on the authorized married establishment of the unit, when accompanying soldiers moving under (b). By sea only between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi.
- (f) Families of public followers serving in Burma or at Aden, provided they were conveyed to such stations at the public expense, when accompanying followers moving under (c) and (d). By sea only between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi.

In these cases sea passage is restricted to government vessel, unless the O. C. the station authorizes passage by private vessel on medical grounds when the circumstances render this unavoidable.

Invalids in mail steamers.

69. When in extreme cases a medical board declares that immediate despatch to the U. K. is essential for the preservation of life, and when conveyance by a transport is available that this is also undesirable, the Divl. Comdr. may sanction passage by mail steamers and by rail, river and road to the port of embarkation for those named below:—

Passage by mail steamer for invalids.

- (a) Officers of the British and Indian services, and lady nurses, who may be entitled to passage at the public expense when proceeding on m. c. leave.
- (b) Departmental officers with honorary rank and warrant officers, and their families. If, however, despatch by transport will meet requirements entitled passages thereby may be sanctioned for these families in lieu of by mail steamer. If the families proceed home without the husband, on recovery they will only be granted not-entitled return passages to India.
- (c) British soldiers (venereal cases excepted) and their families, and army schoolmistresses. In these cases a telegraphic report must be sent to the Q. M. G., India, by the Divl. Comdr., giving the rank, name and corps of the invalid, the number of attendants, the line, name and sailing date of the vessel, and the port and probable date of arrival in England.

NOTE.—If under (b) and (c) the wife or husband accompanies as an authorized attendant, the children may also be given passages. For authorized attendants, see para. 100.

69A. When a member of the family of an officer of the British service is seriously ill, and a medical board declares that immediate despatch to the U. K. is essential for the preservation of life, free passage may be granted by either private or government vessel for the sick person and any required attendants as well as for the whole family, if desired, provided

that no member of the family, who has previously, during the officer's Indian tour, been granted free passage to the U. K. in any circumstances, shall again receive this concession. Similarly these families will have no claim to return passages if they have previously, during the officer's Indian tour, received free passages to India in any circumstances.

When a British service officer and his wife are sent to the U. K. together (one sick and the other as attendant), the children, and a nurse if any, may also be granted passage.

Families.

Passage for families on duty journeys.

70. When individuals are moving on permanent duty, the nature of which would ordinarily admit of their families accompanying or subsequently joining them, the latter may be granted free passage on the occasions and to the extent named below:—

I.—Families of officers of the British and Indian Services. By sea.

- (a) Those of officers entitled to passage at the public expense as general officers, when proceeding to and returning from India, whether the families accompany them, or on account of illness precede or follow them.
- (b) Those of officers of the A. V. D. in military employ, quartermasters, ridingmasters, district officers R. A., inspectors of ordnance machinery or army schools, on change of station, returning to the U. K. on retirement, or when permitted to rejoin these officers on their return from field service.
- (c) Those of officers promoted from the ranks whilst serving in India, on their first journey on duty subsequent to such promotion.
- (d) Those of officers proceeding on permanent duty within Indian limits, or moving with troops to a "beyond sea" station. In all other cases passage may only be given in a government or hired transport when the officers are proceeding thereby on permanent duty, provided there is no objection to their families accompanying them, and suitable accommodation is available. Such families will be embarked as entitled passengers, those of officers of the Indian service specially detailed for duty during the voyage, see paras. 133—135, being first allotted, and any spare cabin accommodation then remaining being given, in order of juniority of husbands, to the families of those not detailed for duty.

Any British service officer anticipating that he is likely to be leaving India on duty, retirement, deputation, etc., may send his family in advance as entitled passengers in a government vessel or they may follow him later in a similar vessel, provided that no member of the family, who has previously, during the officer's Indian tour, been

granted free passage to the U. K. in any circumstances, shall again receive this concession.

NOTE I.—Under this rule the permission to send the family in advance of, or subsequent to, the officer's departure, will apply only to the trooping season immediately preceding, or following, the officer's move. An officer who sends his family in advance will do so at his own risk and in the event of his orders to proceed home being cancelled after his family has left India, entitled return passage will not be allowed.

NOTE II.—The families of British service officers will have no claim to entitled passage through the mere fact of such officers being appointed for duty on board ship.

By rail, river, and road within Indian limits.

(e) When travelling to or from a seaport, if the husband is entitled to or has received a sea passage at the public expense.

(f) When the husband is moving on permanent duty.

II.—*Families of departmental officers with honorary rank and warrant officers.*

By sea.

(g) When the individual is proceeding out of India on permanent duty, retirement, or leave on m. c., at the public expense, and has been allotted passage in a government or hired transport, his family may also be embarked as entitled passengers, on both the outward and inward voyages.

(h) When the individual while serving at a "beyond sea" station retires on the English rate of pension and is sent to a port of embarkation in India to proceed by a transport to the U. K.

(i) When the husband is travelling on permanent duty within Indian limits, or to and from a "beyond sea" station.

By rail, river and road within Indian limits.

(j) When the husband is moving on permanent duty, or to and from a seaport when proceeding out of, or returning to, India at the public expense.

III.—*Families of British soldiers on the married roll.*

By rail, river, road and sea, within or beyond Indian limits.

(k) When the husband is moving in relief or on permanent duty.

NOTE.—Wives in private service in India, or proceeding to the U. K. in private service, will not be given passage at any time to rejoin their husbands. In the case of those proceeding to the U. K. a report of the fact should be made by the O. O. to the Divl. Comdr. and to the O. C. the home depot, to guard against the women obtaining a return passage at the public expense.

IV.—*Families of civilian mechanics and subordinates.*

By rail, river, road and sea within Indian limits.

(l) When the husband is moving on permanent duty, and entitled to passage at the public expense.

V.—*Families of native ranks, etc.*

(m) Those of hospital assistants, native soldiers, and public followers, moving by rail, river, or sea, on

relief or on permanent duty (other than recruiting duty), when the families are permitted to accompany them by the same means of conveyance, or to follow them if detained by illness at the time of the individual's movement.

(n) Wife and children of a Gurkha soldier when the O. C. has authorized their being brought from Nepal to the unit. By rail and river on one occasion only.

(o) Legitimate Nepalese wives and children of Gurkha soldiers serving in Assam when moving in relief in that province. By river and road, or an allowance of two annas a mile per family for any portion of the journey that may be impassable by carts.

In other cases, passage for families is inadmissible when the husbands are moving by road, except in the case of those of native officers and hospital assistants who are not travelling with troops.

In no circumstances will the families of private followers be conveyed at the public expense.

NOTE I.—In the case of sons over 16 years of age suffering from mental and bodily infirmity (see definitions), the infirmity must be certified by a medical officer to be of such a nature as to make the boy wholly dependent upon his father, and the grant of free passage requires the sanction of the competent financial authority (see A. R. I., Vol. III).

NOTE II.—The grant of passage to families of all ranks in journeys not on duty is dealt with in the paragraphs concerning other classes of movements.

71. When a British soldier on the married roll, or a widower, finally leaves India, all members of his family in the country, including those in asylums, schools, etc., must accompany him. The sanction of the G. of I. is required to any individual being left in India, and will only be accorded when it is clearly proved that they will not become a burden on the State. The Divl. Comdr. will issue such instructions at the commencement of each trooping season as will ensure that this order receives attention before any corps or details leave their station; and embarking officers will at once telegraph to the A. A. G. concerned any cases in which this order is not complied with, detaining the men until the matter has been satisfactorily settled. The families of soldiers married without leave are not entitled to conveyance.

The sanction of the G. of I. must likewise be obtained to the widow or wife of a non-effective British soldier (see para. 73), and her children, remaining in India, unless domiciled in this country.

72. When a family is detained in India owing to serious illness or under the provisions of para. 127, the husband should, if a British soldier, remain with them; or if an officer or warrant officer he may be allowed to remain if the circumstances admit of it, but if this involves his eventually proceeding by private steamer, only the families named in para. 70 (a), (b), can be given passage thereby. Families so detained, or the family of a retired departmental officer with honorary rank or warrant officer left behind owing to there being no accommodation for them in the transport by which he proceeded, may be

British soldiers' families must accompany them on leaving India, etc.

Families detained by sickness, etc.

granted free passage by a later transport. Families detained in the U. K. under similar circumstances who, had they accompanied the husband, would have received free passage by transport or private vessel, and from the port of disembarkation to their station, may be granted the same when they subsequently proceed to India, or from the port of disembarkation only if the husband proceeded at the public expense by private vessel, and the family was not entitled to passage thereby.

73. Free passage as stated below is authorized for widows and children, and the families of non-effectives, in the following circumstances:—

Widows and children and families of non-effectives.

British soldiers' families.

Widows and children, on the married roll, of men dying in the service; and the families, whether on the married roll or not, of deserters, insanes, convicts, and men sentenced to more than twelve months' imprisonment.—To their intended place of residence in India (if domiciled in India), or to the U. K. or the place at which the marriage was contracted. Widows and their children may alone be given passage by private vessel in the non-trooping season, all others must proceed by a government vessel.

Widows and children sent to India by the Imperial authorities.—From port of disembarkation to their intended place of residence in India.

Orphan children remaining in India in the care of relatives.—To place of residence, also for any necessary escort thereto and back.

Other children on death or re-marriage of mother.—To their selected home in the U. K., may be sanctioned by the Divl. Comdr., provided he is satisfied that proper arrangements have been made for their reception and care in the U. K., and that all further claim to passage at public expense is relinquished. A report must be submitted to the G. of I., through the Q. M. G., India, of the names of the children, name and crops of surviving parent, and name and address of the person who is to receive the children, in sufficient time to admit of its reaching the S. of S. for India before the children arrive in the U. K.

Families of civilian mechanics.

Widows and children of those engaged in the U. K. who die in the service.—To the U. K.

Other families.

Widows and children of all native ranks, civilian subordinates and public followers, who may die while serving at a station "beyond sea," provided the widow accompanied the deceased from India to such station at the public expense.—By sea and rail only to their intended place of residence in India.

74. All widows, wives and children of British soldiers unaccompanied by their husbands or fathers, and those granted passage under para. 73, proceeding to the U. K. or the Colonies at the public expense, must be supplied by the original despatching officer with the requisite authority (A. F. O. 1777 for families of British corps, and I. A. F. T1734 for families of U. L. ranks, pensioners, and discharged soldiers) for their conveyance to their final destination. Embarking officers will

Conveyance certificate U. K. and the Colonies.

be responsible that none of the above persons leave India without this certificate.

Sick nurse
and
midwives.

75. Free passage to and from Calcutta, Madras, Bombay, or Poona, is authorized for the wives or widows of warrant officers and soldiers selected for training as sick nurses and midwives in the civil hospitals at those stations. Also for such women, and their children, from or to place of residence, when appointed matron or assistant matron of a station family hospital, or relinquishing such appointments for satisfactory reasons, and when transferred from one station hospital to another.

Families of
troops and
followers
sent on field,
foreign, or
other detach-
ed service.

76. When British units leave India on field or other service without their families, the disposal of the latter will be decided by the G. of I. When hospital assistants, native soldiers, and public followers, proceed on field or foreign service, or to any station where no accommodation exists for families, such families as belong to the authorized married establishment and are residing in the regimental or departmental lines, may continue to reside therein so long as the depot of the unit remains there or their quarters are not required for other purposes. If required to vacate them they may elect to either accompany the depot if it is moving to another station where accommodation for families exists or to proceed to their homes at the public expense, or to remain at their original stations. If the husbands on return from the service on which they have been detached are posted to other stations, such families as elected to remain at their original stations may be given free passages to rejoin them. The families of those dying whilst on detached service may at once be sent to their homes at the public expense. Free passage is restricted to conveyance by sea, river, canal, and rail, and return passage from their homes is inadmissible, except in the case of those whose husbands proceed to colonial stations (including North China).

Transfers whilst on leave.

Transfer to
another
appointment
whilst on
leave.

77. An individual who, while on leave, retains a lien on his appointment, and while so absent is transferred in the interests of the service to another appointment, will, if not entitled to passage to his new station when returning from such leave, be granted:—

(a) If on leave within Indian limits, the travelling allowances for any portion of the journey by rail or road, together with a refund of expenses incurred on any portion of the journey by river, up to the limit of cost which would have been admissible had he been at his original station.

(b) If on leave out of India, travelling allowances under Scales 'B' and 'C', paragraph 29, from either Bombay or Rangoon, or any nearer port at which he may actually disembark, to his new station; also for his family (if they would have been entitled to accompany him from his original station) from the port of disembarkation if the family accompanies him, or from the original station if they remained at that station, to the new station; and the actual cost of removing authorised servants, chargers, baggage, or camp equipage left at his original station;

subject to the aggregate cost not exceeding the amount that would have been incurred had he not been on leave.

NOTE.—In no case shall an individual, who is transferred to an appointment at another station while on leave, be allowed, on return, to rejoin his original appointment, unless such a course is ordered by competent authority in the interests of the public service.

An individual detailed for duty while on leave can only claim an equivalent extension of leave, and any travelling allowances admissible for the particular duty.

Leave or furlough on private affairs.

78. Free passages are only admissible in the following instances to individuals granted leave or furlough on private affairs, and their families:—

Leave or furlough on private affairs.

To and from the United Kingdom.

- (a) Lady nurses on re-engagement. By road, river, rail and sea, on both the homeward and return journeys.

NOTE.—A lady nurse on re-engagement, proceeding on leave to a British Colony or Possession, may, if she has a colonial domicile, be granted passage to and from the Colony or Possession concerned, a return ticket being taken whenever possible. When practicable, passage should be allotted by government transport to the nearest point to the lady's home, a return ticket being taken for the remainder of the sea voyage.

- (b) British soldiers granted furlough under the rules in A. R. I., Vol. II. By road, river, rail, and sea in a government vessel (between Burma and India by private vessel if necessary) on both the homeward and return journeys. N. C. officers and men must, on embarkation, deposit £2 with the O. C. troops to cover their conveyance expenses on arrival in England.

NOTE.—British soldiers who are granted furlough to their homes in the Colonies may be allowed free passage by road, river, and rail within Indian limits, and by sea, on both the homeward and return journeys.

- (c) Families when, in special cases, the Divl. Comdr. sanctions their accompanying British soldiers granted furlough under (b). Those of men in regimental employ receive passage by road, river, rail, and sea in a government vessel only; those of individuals of the U. L. and of the R. E. Indian establishment by road, river, and rail, also not-entitled sea passages if available, see para. 43; on both the homeward and return journeys. The families of men who marry whilst on furlough, and are placed on the married roll, will also receive passage from the U. K. under this rule. Also free passage from India to Burma in a private steamer should passage in a government vessel not be available.

Within Indian limits.

- (d) Native soldiers proceeding on or returning from furlough, or leave which is subsequently converted into furlough, limited to the numbers authorized in A.R.I., Vol. II. By rail only, over the main route to and from their homes; unless

they are natives of India proper serving in the local Burma battalions, in the Rangoon company of the Indian submarine mining corps, or in the Aden troop No. 23 (Fortress) Company S and M. and the coast defence lascars permanently stationed at Aden, when free passage by sea from and to Rangoon and Calcutta or Madras, or Aden and Bombay or Karachi, respectively, is also authorized. Also for Quartermaster dafadars and Kot-dafadars of mule transport localised in Burma, when proceeding on, or returning from, furlough in India.

Native soldiers whose units are stationed 800 miles or more from their recruiting centres, proceeding on short leave, may at the discretion of the C. O., be granted free passage by rail to and from their homes, subject to a limit of 20 per cent. per annum of the men of any class eligible for the concession.

- (e) Native soldiers of the Aden troop, limited to five annually, granted short leave to India. By government vessel only between Aden and Bombay or Karachi, when proceeding and returning.
- (f) Families, the result of Indian and not local marriages, accompanying soldiers of the Aden troop, No. 23 (Fortress) Company S. and M. and coast defence lascars permanently stationed at Aden who are granted furlough to India (limited to fifteen per cent. of the authorized married establishment annually). By sea between Aden and Bombay or Karachi, when proceeding and returning.
- (g) Transport personnel serving in Burma when granted three months accumulated leave to India, limited to one grant during each man's term of service on the active list. By sea, river and rail to and from their homes in India.
- (h) Hospital assistants in military employ when proceeding on leave on reduced pay for a period of not less than six months and when returning therefrom. By rail only over the main route to and from their homes, unless serving with localised units in Burma or at Aden, when passage by sea between Rangoon and Calcutta or Madras, or between Aden and Bombay or Karachi is also authorised. In the case of those granted such leave from Aden the families accompanying, if the result of Indian and not local marriages, will also be granted free passage by sea between Aden and Bombay.

NOTE.—Civilian subordinates serving at Aden or in Burma may only be granted not-entitled passage when proceeding on or returning from p. a. leave to India.

Movements on medical grounds.

79. The following persons are alone entitled to free passage, to the extent stated, when granted leave on m. c., or

Movements
on medical
grounds.

moved on medical grounds, but see also para. 69 :—

Proceeding to the United Kingdom.

(i) *on m. c. leave.*

- (a) British service officers, departmental officers with honorary rank and warrant officers, schoolmistresses, and all British soldiers of the U. L. or the R. E. Indian establishment. By road, river, and rail within Indian limits, and by sea on both the homeward and outward journeys.

When a British service officer proceeding on long leave to the U. K. on m. c. is granted passage by private vessel, his family may be allowed to follow him as entitled passengers in a government or hired transport, provided that no member of the family, who has previously, during the officer's Indian tour, been granted free passage to the U. K. in any circumstances, shall again receive this concession. Similarly, these families will have no claim to return passages if they have previously, during the officer's Indian tour, received free passages to India in any circumstances.

NOTE.—British service regimental officers and officers attached to British regiment pending appointment to the Indian Army, who, while on m. c. leave in the U. K., are ordered by the War or India Office to appear before a medical board, will be allowed their travelling expenses.

- (b) Indian service subalterns, and lady nurses. By road, river, rail and sea on the homeward journey, but by rail, river, and road only from the port of disembarkation in India to their stations on the outward journey.

NOTE.—A British service officer or an Indian service subaltern, who has his domicile in a British Colony or Possession may, when invalided by a medical board with a special recommendation that he should proceed to his home, be granted a passage to the Colony or Possession concerned. A British service officer will be granted a return passage, a return ticket being taken whenever possible. When practicable, passage should be allotted by government transport to the nearest point to the officer's home and passage money should be given for the remainder of the sea voyage, a return ticket being taken for a British service officer as above. A lady nurse proceeding on sick leave to a British Colony or Possession may also, if she has a colonial domicile, be similarly granted passage to the Colony or Possession concerned.

(ii) *Invalided by a medical board.*

- (c) Lady nurses. By road, river, rail, and sea on the homeward journey.
- (d) Families of officers entitled to passage as general officers (para. 70). By road, river, rail, and sea, on the homeward journey. In this case the certificate of a medical officer will be sufficient authority. Return passage to India or any subsequent passage home is inadmissible.
- (e) Families of veterinary officers in military employ, quartermasters, ridingmasters, district officers of R. A., and inspectors of ordnance machinery or army schools. By road, river, rail, and sea on the homeward journey. Return passage, on recovery, requires the sanction of the S. of S. for

India, and sea passage will only be granted by a government vessel.

- (f) Army schoolmistresses. By road, river, rail, and sea, on the homeward journey.
- (g) Families of British soldiers. By road, river, rail, and sea by a government vessel except in the circumstances mentioned in para. 69, on both the homeward and outward journeys. A report of the invaliding of each family must be made to the G. of I. through the Divl. Comdr., also in the case of families of men in regimental employ to the officer in charge of records concerned.
- (iii) *Accompanying husbands proceeding on m. c. leave.*
- (h) Families of British soldiers on the U. I. or R. E. Indian establishment. By road, river, rail, and sea on both homeward and outward journeys. The return passage to India by sea will be provided in a government vessel only.

Within Indian limits, and to and from "beyond sea" stations.

- (e) All British and Indian service officers, departmental officers with honorary rank and warrant officers—

- (i) Serving at "beyond sea" stations when proceeding to or returning from India on m. c. leave. By sea only to and from the nearest port to their own division or independent brigade.

NOTE.—If recommended by the medical authorities passage may be given in lieu to and from any place east of the Cape of Good Hope, provided no extra expense is involved.

- (ii) Invalided from field service for any cause. By road, river, rail and sea, on warrant, to the station in India to which sent, and when returning therefrom on recovery, or rejoining their units or appointments. If invalided out of India, by road, river and rail from the base to the port of embarkation, with a separate warrant for the return of his field service scale of servants, chargers and tentage to the individual's ordinary station or any other station not involving more expense.
- (iii) When proceeding to another station to appear before a medical board for a prescribed medical examination (except one required for commutation of pension or for the grant or continuance of a wound or injury pension); or for the grant of m. c. leave to the U. K. provided they are granted such leave and are then entitled to passage under clauses (a) or (b). By road, river, and rail, when proceeding from and returning to their own stations.
- (iv) Returning from m. c. leave out of India when their unit has been moved to, or they

are ordered to join an appointment at, a "beyond sea" station. By sea only from a port in India.

- (j) Lady nurses travelling to and from another station on medical certificate. By road, river, and rail.
- (k) Married warrant and N. C. officers and men on the U. L., of the I. S. M. D., or in extra-regimental employ, who are not in receipt of consolidated pay or pay and staff pay combined exceeding Rs. 150 a month, and their families; also all British regimental warrant and N. C. officers and men, their families, and army schoolmistresses when proceeding on medical grounds to, or returning on recovery from, a hill or other station in India, or when accompanying a sick husband or family. By sea, rail, river, and road.
- (l) A British soldier accompanying his wife, invalided under (g), to the port of embarkation and when returning therefrom. On the authority of a station order. By road, river, rail, and sea.
- (m) Civilian subordinates engaged in India, when serving in Burma or at Aden, and proceeding to or returning from India on m. c. leave, and for their families when these are authorized. By rail and river in Burma to and from Rangoon, and by sea from Rangoon to Calcutta or Madras, or from Aden to Bombay or Karachi, respectively, and on the return journey, for themselves. Their families will only be granted passage by rail and river in Burma to Rangoon, and by sea from Rangoon or Aden in a government vessel. Return passages are inadmissible, but not-entitled sea passages may be granted by a government vessel.
- (n) Native soldiers, hospital assistants, and recruit and pension boys, proceeding to or returning from their homes on m. c. leave. By rail, river, and by sea in government vessels only unless, on the recommendation of a medical officer, passage by private vessel is authorized by a station order. In the case of men serving at Aden or in Burma, however, free passage by private vessel may be authorised for the return journey by sea when no government vessel or transport is sailing within fourteen days of the date on which the individual should ordinarily embark to return to duty. Free conveyance by road will only be given under the conditions prescribed in para. 37 (a).
- (o) Native soldiers, hospital assistants, and public followers declared unfit for further service, and necessarily sent to another station to appear before an invaliding board, if unable to march thereto and, on the recommendation of a medical officer, the I. C. the station authorizes their conveyance at the public expense. By rail, and river, also by road, if necessary, under the conditions laid down in para. 37, when proceeding and returning

- (p) Attested public followers when proceeding on or returning from leave on m. c. By rail only to and from their homes.
- (q) Public followers entertained in India, when serving at a "beyond sea" station, when proceeding to and returning from India on m. c. leave. By rail, river, and by sea in government vessel only unless, on the recommendation of a medical officer, passage by private vessel is authorized by a station order, to and from their homes.
- (r) Families of the authorized married establishment and natives of India proper, accompanying native soldiers of the local Burma battalions proceeding to and returning from India on m. c. leave. By sea only between Rangoon and Calcutta or Madras.
- (s) Families of the authorized married establishment, the result of Indian and not local marriages, accompanying men of the Aden troop and coast defence lascars permanently stationed at Aden, when proceeding to or returning from India on m. c. leave. By sea only between Aden and Bombay or Karachi.
- (t) Families of native soldiers of the authorized married establishment temporarily serving at stations outside the civil province or administration in which the soldiers were recruited, who were originally conveyed to such stations at the public expense, when accompanying the soldier proceeding to his home on m. c. leave. By rail to their homes only, on the condition that no further passage will be granted to them until the unit has returned to the civil province or administration in which the soldiers concerned were recruited and they have rejoined it at their own expense.
- (u) Families accompanying public followers, entertained in India for continuous service in Burma, when proceeding to India on m. c. leave. By rail, river, and sea, to their homes in India. Return passages are inadmissible, but not-entitled passages by government vessels may be granted.
- (v) Civilian subordinates and public followers, whether permanent or temporary, when invalidated or granted leave on m. c., in consequence of sickness or injuries contracted on or distinctly attributable to field service, and conveyance at the public expense is considered necessary by the officer under whom they are serving. By sea, river, rail, and by road, if necessary, under the conditions prescribed in para. 37 (a), to their homes or other stations in India, and return conveyance if they subsequently have to rejoin for duty.
- (w) Individuals proceeding to the above institutes and *Pasteur Institutes, Kasauli and Coonoor.* returning therefrom are entitled to free passage as follows:—
 - (i) Military medical pupils, and civilian sub-

- ordinates whose pay does not exceed ₹100 per mensem. By rail, river, road, and sea to and from Kasauli or Coonoor.
- (ii) All public followers serving in India, Aden, or Burma. By rail, river, and sea, and by road if specially authorized under the conditions prescribed in para. 37 (a), to and from Kasauli or Coonoor.
 - (iii) All officers of the British and Indian services, and departmental officers with honorary rank, who may be serving at "beyond sea" stations, by sea only, to and from the nearest port to their own division or independent brigade; departmental warrant officers, lady nurses, army school-mistresses, British soldiers, and the families of these classes, as if proceeding to another station on medical grounds under clauses (i), (j) and (k); civilian subordinates whose pay exceeds ₹100 per mensem, native soldiers and their families, hospital assistants, and recruit and pension boys, as if proceeding on m. c. leave under clauses (m) and (n).
 - (iv) Native families may accompany the men when they are also granted m. c. leave to their home after treatment, but will only receive passage to the extent stated in clauses (m), (r), (s), and (u).

80. When a medical board recommends that a British soldier should accompany his invalided family to the U. K. he will be granted furlough or transferred to the home establishment (see A. R. I., Vol. II), and given free passage with his family. When transferred to the home establishment a copy of the proceedings of the medical board must be sent, through the Divl. Comdr., to the officer in charge of records concerned.

British soldier accompanying invalided family.

Extensions, etc., of leave.

80A. Officers of the British service, departmental officers with honorary rank and warrant officers, on leave on p. a. in the U. K. who, on the recommendation of a medical board, are granted extensions of leave exceeding two months on account of sickness contracted in India, shall be provided with free return passage to their stations in India. Those on leave on m. c. in the U. K. who obtain extensions of leave on p. a. shall thereby forfeit all claim to return conveyance, except in very urgent and exceptional cases where the extension has been sanctioned for reasons beyond the control of the individual and does not exceed fourteen days. Individuals who, after being placed under orders to embark for India, obtain leave from the Indian authorities which delays their embarkation, will be required to join in India at their own expense.

Extension of leave in U.K.

Recall from leave.

81. All officers and warrant officers of the British and Indian services on leave (other than privilege leave) in the U. K., who may, at the request of the C-in-C., be ordered to return

Recall from leave.

to India on public grounds before the expiration of their leave, will be given free passage to their stations. Similarly, the individuals mentioned above and hospital assistants on leave in India, other than recreation or district leave, recalled for active service, or by the Bde. Comdr. to rejoin their corps or appointment forthwith for duty, will be given free passage, provided the emergency necessitating their return could not have been foreseen when they proceeded on leave. When the leave is only curtailed by a short period the S. of S. for India, or the Bde. Comdr., as the case may be, will on each occasion decide whether free passage shall be granted. Those similarly recalled by the C.-in-C. from leave to the Colonies may, under the orders of H. E., be refunded their actual expenses on return, but not exceeding the cost of their recall from the U. K.

Civilian subordinates recalled to duty on public grounds from leave, are entitled to free passage from the place of recall to the station to which recalled.

Native soldiers and public followers on short leave exceeding fifteen days recalled for field service will be given free passage by rail only from the station at which they are on leave. Native soldiers recalled from furlough for field service may be reimbursed their actual travelling expenses, otherwise than by rail, on their homeward and return journeys; and in the case of cavalrymen, if the circumstances render it necessary, free rail passage may also be given for the return journey of any authorized animals and syces taken by the soldier on furlough or leave at his own expense.

Recruits and recruiting parties.

British
recruits.

82. A recruit for the British army is entitled to free conveyance from the place of his enlistment to the station of the unit he is posted to.

Native
gentlemen.

83. A native gentleman, who is an accepted direct commission candidate, ordered to join a unit with a view to nomination for a direct commission, will be granted free conveyance by rail, river, canal and sea, and a travelling allowance of two annas a mile by road, from his home to the station of his unit.

Native
recruits,
etc. }

84. All native recruits, and followers entertained for the A. B. corps and for the active and reserve lists of the S. and T. corps, are entitled to free conveyance by rail, river, canal, and sea, from the place of their joining a recruiting party to the recruiting or medical examination station, and onwards, if necessary, to their unit. Those brought direct to Hd. Qrs. by men of the unit, and those who present themselves thereat, by request of the O. C. or who produce a certificate signed by a civil officer of the district that they reported their intention of proceeding to Hd. Qrs. for enrolment, will, if finally approved, be refunded their actual travelling expenses. No expense will be admitted on account of road journeys. Men selected for appointment as authorized schoolmasters of native corps, or as veterinary dafadars in the S. and T. corps, are similarly entitled to free conveyance to join their unit.

Rejected
persons.

85. Any person mentioned above brought by a recruiting party, who may be finally rejected by a R. S. O. or the O. C., will be granted return passage by rail, river, canal, and sea,

to the place at which he joined the recruiting party, or to his home if he actually proceeded therefrom to the former place, or to any other place not involving extra expense.

For road journeys an allowance of two annas per fifteen miles, or a daily allowance of two annas in the case of Gurkhas returning to their homes in Nepal, will be given.

86. Recruiting parties are allowed free conveyance by rail, river, canal, and sea, from and to the station of their unit. ^{Recruiting parties.} When moving by road, batta will be drawn to provide for the conveyance of their baggage, except in the case of journeys in Assam and Ouch where free carriage is given in lieu. Parties sent from British mounted units, non-silladar cavalry regiments, or remount depots, to engage syces, are allowed free conveyance by rail to the recruiting ground, and for themselves and the syces engaged when returning to their units or depots. In the case of non-silladar cavalry regiments the services of non-commissioned officers and men on leave or furlough should, as far as possible, be utilised. Parties sent to outstations to engage artificers for ordnance factories are also allowed free conveyance by rail to and from the recruiting station, warrants being issued for both journeys.

87. Recruiting parties will ordinarily pay their own and their recruits' railway fares, railway warrants being only used in special cases, the amount so expended being recovered by the unit on the certificate of the R. S. O. ^{Railway expenses.}

Army Reserve.

British.

88. A British soldier transferred to the reserve is only entitled to free passage for himself, and family if on the married roll, to his selected place of residence in the U. K. If permitted to remain in India he is not entitled to passage to his selected place of residence, but on transfer to the reserve at Home, or on final discharge from the reserve, he may then receive passage, under para. 67, for himself and, if borne on the married roll on leaving the colours, his family, if he elects to leave India. Those transferred to the reserve while serving in the U. K. or a Colony, and permitted to reside in India, are not, however, entitled to free passage on final discharge. ^{Passage on transfer to reserve.}

NOTE.—A man discharged from the reserve while employed in the police (see Vol. II), retains his right to passage to the U. K. for himself and his family (if borne on the married roll), during the period which would be covered under ordinary circumstances by his reserve service.

Indian.

89. An officer of the I. A. Reserve is allowed free passage from and to his home in India or elsewhere, when called up for, or returning from, training or service. ^{Officers.}

90. On the occasions specified below, a native soldier reservist is allowed free passage to and from his usual place of residence or employment in British India or Ceylon, or in the case of Gurkhas and trans-frontier Pathans, to and from their place of residence in trans-frontier territory, if not residing in British India or Ceylon :— ^{Native soldier reservists.}

- (a) On joining the reserve. By rail, river, and sea.
- (b) When called up for training or service, or returning therefrom, or when retransferred to the active list at his own request, provided his battalion is then under orders for service.

By rail, river, and sea, and for road journeys two annas for every fifteen miles or fraction thereof.

(c) When invalided during training. By rail only.

A native soldier reservist living beyond the north-west frontier, when called to receive his pay during the non-training year, may be granted travelling allowance for road journeys at 2 annas per fifteen miles or fraction thereof, from his home to the nearest post office, or the reserve centre, and back, whichever arrangement is more economical.

S. and T.
corps re-
servists.

91. A reservist of the S. and T. corps is allowed free passage to the following extent, the provisions of the preamble to para. 90 being also applicable to reservists of the S. and T. Corps:—

(a) On transfer to the reserve. By rail, river and sea.

(b) When called up for, or returning from, training, muster or service. By rail, and two annas per every fifteen miles or fraction thereof travelled by road.

Insanes.

Passages for
insane
attendants.

92. Free passage is authorized for any officer of the British and Indian services, departmental officer with honorary rank and warrant officer, British soldier, and member of a British soldier's family, declared insane, when proceeding to the U. K. or to and from an asylum in India; also for any special attendants or escort, in addition to the attendant allowed by para. 100, accompanying them to a port of embarkation or asylum on the recommendation of a medical board.

Arrange-
ments for
transfer to
U. K.

93. Insane officers will only be sent to the U. K. by private steamer when their detention for a government vessel is declared undesirable by the medical authorities. Other ranks and members of British soldiers' families, also suspected or recovered insanes, should ordinarily only be sent in transports having special accommodation for insanes, being allotted thereto by the $\frac{\text{G. O. C. Bombay Bde}}{\text{G. O. C. Karachi Bde}}$ —on the application of the Divl. Comdr. concerned; those detailed for direct embarkation will be despatched in communication with the G. C. at the port, so as to reach it three clear days before the sailing of the vessel to which they have been allotted.

Insane widows, wives, and children of British soldiers, should not be despatched without the sanction of the G. of I. unless they have relatives or friends in the U. K. who are willing to take charge of them on arrival. An insane should be accompanied by the husband or father, or a special nurse.

Whenever it is proposed to send insanes by private vessels, due notice of such intention, with particulars of the form of insanity, must be given to the company concerned, and an attendant must accompany them. No insane should be conspicuously posted as such. The rules for the care of insanes on the homeward voyage and for their disposal on arrival in the U. K. are detailed in the K. R.

Recovered
insanes.

94. Recovered insanes will be despatched to the port of embarkation with ordinary invalids as "invalids under surveillance" and not as "insanes," under such supervision as the Bde. or Divl. P. M. O. may consider necessary. To provide for cases of relapse, they should only be sent to the U. K. in transports having accommodation for insanes, and during

the voyage should be treated as ordinary invalids, except that they must not be detailed for important duties or as sentries with arms. They should be informally inspected by a medical officer daily.

Convicts and prisoners.

95. Military convicts and prisoners should be sent to the U. K. in government vessels. British soldiers, not enlisted in India, discharged from the army on conviction by the civil power will, on completion of their sentence, be despatched by the civil authorities to the U. K. in a private vessel, the cost being debited to the military estimates.

Military convicts and men discharged on conviction by the civil power.

Orphanages.

96. Free passage is allowed:—

Free passages to and from orphanages.

(i) To the children of warrant and N. C. officers and men on the U. L., of the I. S. M. D., or in extra-regimental employ, who are not in receipt of consolidated pay or pay and staff pay combined, exceeding ₹150 a month; all British regimental warrant and N. C. officers and men; bandsmen of the Governor's band, Madras; Carnatic ordnance artificers; and Europeans and Eurasians enrolled in native corps before the 15th September 1902; on first admission to a recognised* orphanage, or on transfer from an institution in the plains to one in the hills when placed in the former pending accommodation becoming available in the latter.

Recognised orphanages

The Bombay Education Society schools.
The Scottish Orphanage, Bombay.

The Madras Military Female Orphan Asylum.

The Roman Catholic Orphanages at Simla, Mussoorie, Murree (St. Michael's School), Darjeeling (St. Joseph's Seminary), Bangalore, Vellore, Vizagapatam, Madras, and in the area comprised by Quetta, Mhow and Poona Divisions and Aden Bde.

before the 15th September 1902; on first admission to a recognised* orphanage, or on transfer from an institution in the plains to one in the hills when placed in the former pending accommodation becoming available in the latter.

(ii) To the fatherless children of departmental officers with honorary rank, warrant officers, and any British soldier; pensioners; Carnatic ordnance artificers; and bandsmen of the Governor's band, Madras; if admitted into any of the above orphanages with the sanction of the G. of I.; or to the Lawrence military asylums at Sanawar and Ootacamund with the sanction of the Principal, or at Murree and Mount Abu with the sanction of the Committee.

(iii) To the parent or other authorized person conducting such children to the above institutions for the first time and when returning therefrom; also when proceeding to withdraw children to accompany their fathers, on departure from India,† on transfer between the area falling under Northern Army and the area comprised by Quetta, Mhow, and Poona Divisions and Aden Brigade, and the Secunderabad-Burma divisions, or on discharge; and when returning from the institution; for themselves and the children. In all other cases the parent or guardian must defray his own expenses.

† NOTE.—When the parents of children in the Lawrence asylums and other recognised orphanages proceed to England, such children must be removed from the institutions and accompany them, except when the absence of the parent or parents is not to exceed one year, in which case the children may be retained on an approved guarantee that they will be removed without any expense to government or the institutions, in the event of the parents not returning to India on the expiration of that period.

(iv) From the institution to their intended place of residence for government wards over 16 years of age whose friends are willing to take charge of them, and from and to the institution for the institution official whom, in the case of female wards or crippled or sickly male wards, it may be found necessary to send in charge of them.

(v) To the children of departmental and regimental British ranks mentioned in clause (i), proceeding to and from the Mussoorie Summer Home for soldiers' children, also for their guardians when the children cannot be sent with convalescents.

A soldier's child should ordinarily be sent to an orphanage nearest to the station at which the father is serving, but may be sent to any other orphanage if the soldier undertakes to defray the extra travelling expenses thereby incurred on account of himself and the children on each journey made.

These movements should ordinarily be carried out during the cold season, the necessary warrants being obtained from the nearest S. S. O. The free railway allowance of baggage should only be given.

Civilian witnesses.

97. Civilian witnesses, other than those in government service who receive travelling allowance under the C. S. Regs. or these regulations according as they are serving in a civil or military department, who may be summoned to attend a military court, will receive travelling and boarding expenses at the undermentioned rates according to their classification, which will be decided by the magistrate through whom they are summoned and communicated by him to the summoning officer:—

Class.	Travelling, per mile.	Boarding expenses for each day travelling by rail and road, and detained in station at which court is held.		Carriage hire for each day required to attend the court.
		Europeans and Eurasians.	Natives.	
1st	8 annas by road; double first class fare by rail; a first class passage for the witness and third class passage for one servant by sea or river.	R 5	Such daily rate as the magistrate, through whom they are summoned, may fix.	R 2
2nd	Actual travelling expenses as a 2nd class passenger for the witness only.	2		1
3rd	Actual travelling expenses as a 3rd class passenger for the witness only.	1		Nil.

The summoning officer will advance to the witness, through the magistrate concerned, a sufficient sum to meet his travelling expenses to the station at which he is required; and should arrange for the payment to him of his expenses for carriage, boarding, and return conveyance before he leaves the station.

Travelling
and board-
ing
expenses.

Authorized scales of servants and attendants, chargers, baggage, tentage and stores.

98. All units and individuals proceeding on or returning from field service will be allowed carriage by river, road, and rail for the scales of servants, horses, tents, and baggage, laid down in the F. S. Manuals and Regs. When proceeding by sea all ranks may be allowed half the permanent duty sea scale. All ranks will be looked by warrant.

Proceeding on or returning from field service.

If, however, it is probable they will be detained at an intermediate station, despatching officers can at their discretion grant the temporary duty scale thereto, the field service scales only applying from the station from which they actually proceeded on service.

If detained for permanent duty after the termination of field operations, free conveyance for the difference between the field service and ordinary scale of baggage may then be given.

99. All ranks entitled to free passage will be allowed servants, baggage, and tentage, on the undermentioned scale, when travelling allowances are not drawn:—

Servants, baggage, and tentage on peace movements.

Class.	PROCEEDING TO OR FROM THE U. K. OR THE COLONIES.				MOVING BY SEA, RAIL, AND RIVER, WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."			
	By rail and river to or from the seaport.		By sea.		Permanent duty.		Temporary and inspection duty.	
	Servants.	Baggage.	Servants. (a)	Baggage. (g)	Servants. (b)	Baggage, and tentage. (g), (h), (i)	Servants. (b)	Baggage. (g), (h), (i)
1	2	3	4	5	6	7	8	9
	No.	ds.	No.	Cwt.	No.	Mds.	No.	Mds.
<i>British.</i> Commander-in-Chief . . .			Discretional.				Discretional.	
Army Commander (c) . . .	1	20	1 (male)	36	8	30	4	15
Major-General . . .	1	10	1 (male)	36	6	20	3	10
Brigadier-General (d) . . .	1	10	1 (male)	30	6	20	3	10
Colonel (d) . . .	1	8	..	30 (1) 18 (2) 20 (1)	4	15	2	7
Lieutenant-Colonel . . .	1	8	..	18 (2) 18 (1)	4	15	2	7
Major . . .		8	..	15 (2) 12 (1)	4	15	2	7
Captain . . .		6	..	10 (2) 12 (1)	3	10	2	5
Subaltern . . .	1	6	..	9 (2)	3	10	2	5
Officer of Indian Army reserve (cavalry branch) . . .	..	..	..	..	..	..	1	
Departmental warrant officer . . .	..	2	..	3½	1	5	1	3
Regimental and Garrison warrant officer . . .	..	2	..	3½	1	2½	1	2½

(1) For Royal Army Medical Corps, Royal Army Veterinary Corps, and all staff officers.
(2) For regimental officers.

Travelling scales.

Class.	PROCEEDING TO OR FROM THE U. K. OR THE COLONIES				MOVING BY SEA, RAIL, AND RIVER, WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA."			
	By rail and river to or from the seaport.		By sea		Permanent duty.		Temporary and inspection duty.	
	Servant.	Baggage.	Servant.	Baggage.	Servant.	Baggage and baggage.	Servant.	Baggage.
1	2	3	4	5	6	7	8	9
	No.	Mds.	No.	Cwt.	No.	Mds.	No.	Mds.
School Master, if a warrant officer	2½	.	4½	1	1	1	4
School Master, not a warrant officer	3½	.	3½	1	4	1	4
Schoolmistress	3½	.	3½	1	4	2	4
Non-commissioned officers, Class I	2	..	2½	1	2½	1	2½
Non-commissioned officers, Class II	2	.	1½	1	.	1	2½
Non-commissioned officers, Class III	1	..	1½	1	1½	1	1½
Other Non-commissioned officers, Sappers and Miners	1	.	According to rank.	1	1½	1	1½
Sergeants	1	.	1½	..	1	.	1
Rank and file	1	..	37lbs (3)	.	1	..	1
				50 ,, (4)				
<i>Native (g)</i>								
Native A.-D.-C.	3	10	2	.
Native officer (e), (f)	1	3	1	2½
Hospital assistant (e)	1	2½	1	2½
Non-commissioned officer	1	.	1
Private, drummer, and similar ranks	1	..	1
Public follower	1	..	1
Private followers, all units and detachments	10 per cent. on strength.	1 each	10 per cent. on strength.	1 each

(g) For Royal Garrison Artillery and British Infantry.

(e) For British Cavalry, Royal Horse or Field Artillery, and British Mountain Battery.

Officers' men's followers.	BY SEA WITHIN INDIAN LIMITS OR TO OR FROM STATIONS "BEYOND SEA"		BY RAIL AND RIVER WITHIN INDIAN LIMITS.	
	Servants.	Baggage	Servants.	Baggage.
	No	Mds.	No.	Mds.
Regiment of British cavalry or battalion of infantry.	9	4½	12	6
Battery or company, R. H. A., R. F. A., R. G. A.	5	2½	4	2
Battery, native artillery.	5	2½	4	2
Regiment of native cavalry or infantry	6	3	6	3
Detachments of above		Proportionate to strength.		
Company of S. and M.	2	1	2	1

BY ROAD.

MARCHING.

All British officers and departmental warrant officers moving by road, otherwise than by route march with troops when they must defray all expenses from their tentage allowance, will draw travelling allowances and make their own arrangements, except in the case of inspecting officers, etc., who travel on warrant, see paras 33 and 198

British ranks
Regimental warrant officers and N. C. officers, class I, battery and company sergeant-majors and quartermaster-sergeants, R. A., and N. C. officers serving with Sappers and Miners } 2½ mounds each.

Other N. C. officers and men of—

Horse and field artillery 45 lbs. each
Guns, field artillery 58 " "
Cavalry (mounted men) . 35 " "
" (dismounted men) . 80 " "
R. G. A. and Infantry 68 " "
The difference between the above and the railway scale may be sent by rail with the heavy stores.

Mountain Artillery.
British soldiers . . . 80 lbs.
Native ranks . . . 60 " "
Public followers . . . 20 " "
Non si kadar native troops not drawing batta. 1)
8rd Sappers and Miners : All others.
101st to 105th, 107th to 110th, 112th to 115th, 116th, 117th, 119th to 130th Infantry.
Native officers, including tents 400 lbs. 400lbs.
N. C. Officers 80 " 80 "
Sepoys, etc. 40 " 40 "
All ranks of Pioneer battalions are allowed 4½ lbs. additional for carriage of great-coat.

By bullock train or country cart.

British soldiers are allowed conveyance for the rail scale of baggage.

- Only European servants can be embarked in transports proceeding to the U. K.
- European servants or soldier attendants may be taken, provided their cost does not exceed that admissible on account of native servants.
- Army Commanders moving on inspection tour or to and from camps of instruction may take such servants and baggage as they desire, provided their tour grant is not exceeded.
- When moving on inspection duty the G. O. C. Burma Division, and the G. C. Mandalay and Rangoon Bdes., are allowed conveyance by rail river and boat for 12, 12 and 9 public and private followers, respectively.
- Free passage by sea only is allowed for the servant of a native officer or hospital assistant returning to India from a station beyond sea on transfer to the pension establishment.
- When a native officer dies his servant may be granted free passage to the station at which he was entertained, or to his home if not more expensive, provided he was originally conveyed at the public expense. A native officer proceeding on furlough, or on pension, except as noted in (e), is not allowed passage for a servant.
- The following additional baggage is allowed by sea :—
 - Officers of the R. E., medical officers and chaplains, 2 cwt.
 - Veterinary officers and inspectors of army schools or of ordnance machinery, 1 cwt.
 - Mounted officers for horse equipment, 2 cwt. for the first horse and 1 cwt. for each other horse which they may be required to maintain at the station to which proceeding.
- The G. C. at a port of embarkation may sanction the conveyance of extra baggage in government vessels, provided no extra expense is incurred.
- Departmental officers with honorary rank retiring or dismissed the service, departmental and regimental warrant and N. C. officers and men proceeding on or returning from leave or furlough otherwise than on m. c., or on retirement or discharge; all native ranks proceeding on or returning from furlough, proceeding on pension or discharge, reservists, recruits travelling otherwise than on warrant, and rejected recruits returning to their homes, will be restricted to the free railway baggage allowances of their classes.
- When units move in relief, free conveyance is authorized for the kits of men absent on furlough—2 mounds for each native officer, and 2½ mounds for other ranks.
- The batta drawing units, etc. are detailed in A. R. L., Vol. I.

Families when travelling on warrant.

Class	BAGGAGE.		By road.
	By sea.	By rail or river within Indian limits.	
	Cwt.	Mds.	<p><i>For families of regimental warrant and non-commissioned officers and men only.</i></p> <p>If conveyed by dak of any description, free conveyance is also authorized for the rail scale of baggage. If conveyed by bullock train or country cart, all baggage must be carried with the families in their carts, except between Abu Road station and Mount Abu when separate transport for baggage will be provided.</p>
<p>Wives of regimental warrant and all N. C. officers and men</p> <p>Each child over 3</p> <p>Each child under 3</p>	<p>2</p> <p>$\frac{1}{2}$</p> <p><i>Nil</i></p>	<p>(a) $\left\{ \begin{array}{l} 1\frac{1}{2} \\ \frac{1}{4} \end{array} \right\}$</p>	
	Mds.	Mds.	
<p>Wives of native officers and hospital assistants</p> <p>Each child</p> <p>Wives of other native ranks and public followers</p> <p>Each child</p>	<p>1$\frac{1}{2}$</p> <p>$\frac{1}{4}$</p> <p>$\frac{1}{2}$</p> <p>$\frac{1}{4}$</p>	<p>1$\frac{1}{2}$</p> <p>$\frac{1}{4}$</p> <p>$\frac{1}{2}$</p> <p>$\frac{1}{4}$</p>	<i>Nil.</i>

(a) Half maund each woman and $\frac{1}{4}$ maund each child. additional when proceeding to or from hill stations.

Others.								By rail and road, within Indian limits.
Class.	By sea <i>en route</i> to or from the U. K. or the Colonies.		By sea within Indian limits, or to or from 'beyond sea' stations.		By river within Indian limits.			
	Servants.	Baggage.	Servants.	Baggage.	Servants.	Baggage.		
	No.	Cwt.	No.	Cwt.				
Civilian chief clerks of Adjutant General's Division or Division of Chief of Staff.	1	4½	1		The free allowance authorized for the class of passage provided. No charge for extra baggage will be admitted.	
Chief mechanical engineer, and civil chief master armourer or other civilian mechanic given that status engaged prior to the 16th November 1893	..	7	1	4½	1			
Civil chief master armourer engaged subsequent to 16th November 1893, and other civilian mechanics.	..	3	1	3	1			
Civilian subordinates in receipt of Rs. 50 and over	1	1½	1			
Civilian subordinates drawing under Rs. 50	1½	..			
Lady nurse	..	12	1	6	1			
Wives of general officers . 1 female	..	5	..	5	..			
Each child	..	1	..	1	..			
Wives of other officers, except subalterns . . . (a)	..	5	..	5	..			
Each child	..	1	..	1	..			
Wives of subalterns and 1st class civilian mechanics	..	5	..	5	..			
Each child	..	1	..	1	..			
Wives of departmental warrant officers, 2nd class civilian mechanics, and civilian subordinates	..	2	..	2	..			
Each child	..	½	..	½	..			
							Travelling allowances will be drawn.	

(a) An Officer Commanding at a port of embarkation may sanction a nurse accompanying a family containing children when he is satisfied they require such attendance. If sanctioned, and an officer and his family proceed by private steamer, free passage or passage money for the nurse is authorized. A governess, not being a member of an officer's family, may be allowed second class passage in lieu of a nurse. The wives of Officers granted not-entitled passages are not entitled to the services of a nurse for their children.

Attendants.

100. Special attendants are allowed in the following cases:—

- (a) When the medical authorities certify that a sick officer, or a sick member of his family, proceeding to the U.K. or the Colonies, require special care, an extra native servant, or in the case of an officer a British soldier attendant, may be given free passage by rail and river to the port of embarkation.

Attendants on sick and insane individuals.

- (b) When an officer, warrant officer or British soldier, or the wife or child of a departmental officer with honorary rank, warrant officer, or British soldier, conveyed at the public expense, is invalided to the U. K. on account of serious illness, and a medical board declares it to be necessary that a special attendant (or when despatched by private vessel, two such attendants, except in the case of a child) should accompany the invalid, these attendants will be given free passage by road, rail, river, and sea, and return passage if required. The attendant, or one of them, may be the patient's wife or husband, or in the case of a child either parent, and will be accommodated in the same class as the patient.
- (c) When an officer is invalided to the U. K. on account of insanity, and a medical board declares it to be necessary that an attendant should accompany him, the latter may be given free passage by road, rail, river, and sea, and a return passage, if required. If the insane officer proceeds by private vessel, and the medical board certifies that the only attendant by whom the patient can be effectively controlled is a particular friend, a first class passage may be given; otherwise a second class passage, on the homeward journey only, is allowed.
- (d) A female insane proceeding from the asylum at Calcutta to Bombay, *en route* to the U. K., may be accompanied by a special attendant, who will be granted a free rail passage to Bombay and a return passage if desired.
- (e) When a medical officer certifies that it is necessary that a sick hospital assistant, native soldier, recruit or pension boy, or public follower, who is entitled to passage at the public expense, should have special attendance on the journey to his home, one soldier or follower attendant may be authorized by the O. C. the station, and when in special cases two such attendants are certified to be necessary, they may be authorized by the Bde. Comdr., the sanction being published in station or brigade orders. These attendants will be given passage by the same mode of conveyance and to the same place as the individual they accompany, and a return passage to their original station under the ordinary rules for men travelling on duty. A native officer or hospital assistant may be permitted to take his servant as an attendant, but in this case return passage will not be given.

Native establishments.

Native es-
tablishments,
British units.

101. Native follower establishments of British units will ordinarily remain in their own station, being transferred from

outgoing to incoming units. If a unit moves by route march to another station with its establishments, the latter will either be transferred to their new unit *en route* or return to their own station by rail as soon as possible after arrival at destination. When a unit leaves its station by rail for another station, or for the U.K. or the Colonies, either without relief or on being relieved by a unit having its own establishments, all permanent establishments will be transferred, with their documents, for temporary employment, payment, etc., if belonging to a mounted unit to the officer placed in charge of the horses, or if belonging to a dismounted unit to the executive S. and T. officer, pending the receipt of instructions from the Divl. Condr. as to their disposal.

Chargers.

102. Free conveyance for chargers by rail or river should ^{General} not be authorized, unless the distance exceeds 80 miles, or the ^{rules.} despatching officer is satisfied that the circumstances do not admit of the animals marching.

103. Officers proceeding from India to the U. K. or the ^{Permanent} Colonies are not entitled to passage, either by rail or sea, for ^{duty scale.} their chargers. Those travelling by rail, river, or sea, on permanent duty within Indian limits, may be granted free conveyance for the chargers actually maintained up to the number which they are required to take on field service, or the number for which horse allowance is received or included in their pay, see A. R. I., Vol. I, whichever is less, unless transferred to a unit or appointment in which a smaller number of chargers is required when that number only will be conveyed. Exceptions are made in the case of (a) the C.-in-C., who is allowed conveyance for eight chargers on all occasions, (b) officers of the R. G. A., posted to the Mountain Artillery branch, who are specially allowed conveyance for one charger. (c) officers when first joining and finally leaving the Indian Staff College, who are allowed conveyance for two chargers, and (d) officers of the M. A. Dept., who are not allowed conveyance for a charger in peace movements. A mounted officer may be allowed free passage from the port of disembarkation to his destination for any chargers, within the regulation number, that he brings with him to India on transfer to the Indian establishment. One attendant may be conveyed with each charger.

104. When mounted officers move on temporary duty, free ^{Temporary} conveyance for one charger (or bicycle), or in special cases two ^{duty scale} charges (or one charger and one bicycle), may be authorised on the responsibility of the despatching officer, if the duty demands it. But officers detached on examination or any other mounted duty lasting a few days only should ordinarily be provided with government horses at the station to which they are deputed, conveyance for a charger being only authorized when this is impossible. Native officers of cavalry proceeding on recruiting duty should not be given conveyance for their charges. The undermentioned officers may, when

necessary, be given free conveyance for chargers according to the following scale:—

Officers.	NUMBER OF CHARGERS ALLOWED EACH OFFICER BY		
	Sea.	Rail.	River.
<i>When moving on tour of inspection or to and from a camp of instruction.</i>			
Army Comdr., subject only to tour grant not being exceeded			Discretional.
Staff officers accompanying the C-in-C. or Army Comdr.	..	2	} As required, not exceeding the rail scale.
I. G., Cavalry	3	3	
I. G., Volunteers	2	2	
Brigade major to I. G., Cavalry	2	2	
<i>Moving on tour of inspection within their commands.</i>			
G. O. C., Quetta division . . . . .	..	2	..
O. C. Assam brigade and his staff officer, between Gauhati and Nigrating . . . . .	..	..	2
<i>Proceeding to and returning from annual training.</i>			
Officers of cavalry branch of Indian army reserve	1	1	1

Stores.

105. The following table shows the maximum weight of public and regimental stores for which units will be given free conveyance on peace movements by the methods named. These weights are exclusive of the baggage of individuals, and of tents, free conveyance for which is restricted to the actual weight taken within the aggregate amount admissible under para. 99 and the Army Tables, respectively:—

Unit.	BY SEA (a)		BY RAIL AND RIVER.			BY ROUTE MARCH. (c)	
	<i>En route to the U. K. or the Colonies.</i>	<i>En route to or returning from a "beyond sea" station within or beyond Indian limits.</i>	<i>En route to and from a port of embarkation or debarkation when proceeding to or arriving from the U. K. or the Colonies.</i>	<i>En route to or returning from a "beyond sea" station within or beyond Indian limits.</i>	<i>Ordinary movements within Indian limits. (b)</i>	<i>Weight to be sent by rail, when rail communication exists.</i>	<i>Weight to accompany the unit by road.</i>
1	2	3	4	5	6	7	8
	Cwt.	Mds.	Mds.-srs.	Mds.	Mds.	Mds.	Mds.
British cavalry regiment	$\left\{ \begin{array}{l} 270 (g) \\ 262 (h) \\ 254 (i) \end{array} \right\}$	$\left\{ \begin{array}{l} \dots \\ \dots \\ \dots \end{array} \right\}$	$\left\{ \begin{array}{l} 357-0(g) \\ 345-32(h) \\ 334-24(i) \end{array} \right\}$	$\left\{ \begin{array}{l} \dots \\ \dots \\ \dots \end{array} \right\}$	300	200	450
British infantry battalion	241	400	316-16	400	400	250	160
Battery, R. H. A. . . .	59½	..	74-36	..	80	50	120
Battery, R. F. A. . . .	59½	..	74-36	..	80	50	116
Brigade staff, R. F. A.	8	..	11-0	..	12	8	4
Battery, British mountain artillery . . . .	..	..	..	..	180	80	130
Battery of heavy artillery . . . .	..	..	..	..	70	50	130
Company of R. G. A. . . .	49½	85	60-36	85(d)	80	60	20
Battery of native mountain artillery . . . .	..	140	..	140	140	70	120
Regiment of silladar cavalry . . . . .	..	..	..	..	80	50	30
Regiment of non-silladar cavalry (e) . . . .	..	..	..	..	200	110	260
Native pioneer battalion (e) . . . .	..	380	..	380 (d)	340	180	160
Native infantry battalion (e) . . . .	..	320	..	320 (d)	280	180	100
Company of sappers and miners . . . . .	..	190	..	190	190	40	150
Detachments of above . . . . .	..	Proportionate	to strength.	..	..	..	..

NOTES.—(a) The O. C. at a port of embarkation may, however, permit increased weights, and mess tents if required, to be embarked in a government vessel, if no extra expense is thereby caused.

(b) In the case of mounted units and of mountain and heavy artillery these weights are only applicable to movements without animals. When their animals accompany them, the route march scale is applicable.

(c) Columns 7 and 8 combined give the aggregate amount admissible in route march movements. Column 7 indicates the quantity which must be sent by rail if possible. Column 8 that to accompany the unit by road. Where railway communication does not exist the combined weights in both columns are admissible by road.

(d) These units, if required to move by route march while *en route* to or from a "beyond sea" station, will be allowed conveyance for the weight given in column 5 instead of that given in columns 7 and 8, the weights to be taken with the unit by road and sent by rail being divided in the same relative proportions as in the route march scale.

(e) All non-silladar cavalry regiments and native infantry battalions which have adopted the general messing system, are allowed 16 maunds additional to the above weights for the carriage of the general cooking utensils of the unit. This extra allowance applies to all methods of movement, and if the unit moves by route march will be added to the allowance in column 8.

(f) Column 8 includes the following maximum weight of veterinary stores to accompany units for use on the line of march and in camps of manoeuvres:—

British and non-silladar cavalry	. . . . .	10 mds. per unit.
Heavy artillery	. . . . .
Mountain batteries	. . . . .	14 " " "
R. H. A. and R. F. A.	. . . . .	5 " " "

(g) For Lancers.

(h) For Dragoon Guards and Dragoon regiments armed with lance.

(i) For regiments other than those specified in foot-notes (g) and (h).

Public stores,
etc.

106. Free conveyance by sea, rail, river and road, unless otherwise stated, is allowed for all *bona fide* public stores despatched on the government service. Also for the following:—

British units.

- (a) Tools for voluntary workshops purchased from institute funds. (By railway only.)

Native units, except silladar cavalry.

- (b) Regimental necessities sent to detachments at outstations.

Transport by Sea.

Accommodation.

Accommoda-
tion.

107. The following are the classes of accommodation to which all ranks are entitled by sea. Second class passengers should not be berthed in the same cabin with first class passengers, nor third class with second class passengers. The space allowed on hired transports and freight ships is laid down in the Marine Regulations, Vol. II.

1st Class.	2nd Class.
All British officers (a), (b), (c) Native aides-de camp Civilian chief clerk of A. G.'s Division Chief mechanical engineers. (d) Civil chief master armourers and other mechanics given that status engaged prior to 16th November 1893. (d) Families of above. Lady nurses.	All warrant officers. Army schoolmasters. Schoolmistresses. (b) Civil chief master armourers, and other mechanics given that status engaged subsequent to 16th November 1893. (a), (d) Gun carriage examiners. (a), (d) Other civilian mechanics. (d) European civilian servants. British N. C. officers, Class I, native officers, and hospital assistants.
<i>Special conditions.</i>	
(a) A general officer entitled to passage to or from India will be provided with reserved accommodation or passage money in lieu, see paragraph 38, as for a single passenger for himself, or if accompanied by his family a reserved cabin as for a married couple, and a first class passage for each child not accommodated in the reserved cabin.	British N. C. officers of departments, and civilian subordinates, from port to port within Indian limits, including Aden and Burma, and when proceeding on duty to, or returning from, a Colonial station by private steamer.
Colonels of the British service proceeding to the U. K. after completing the full tenure of an appointment carrying the rank of brigadier-general, or when compelled by the rules of the service to vacate such appointment, will receive passage as general officers.	Class II N. C. officers other than those referred to in the 9th entry above, when travelling on duty from port to port within Indian limits (including Aden and Burma), by private steamer only.
	Acting sergeant-major appointed for duty on a transport.
	Families and widows of above.
	Soldier attendants on sick or insane officers, on private vessels only.
	Special invalids, their attendants and families, by private vessels, when recommended by a medical board.
<i>Special conditions.</i>	
(b) General officers proceeding from port to port within Indian limits by private vessel will be provided with a reserved four-berth cabin if a general or lieutenant-general, or a reserved two-berth cabin if a major or brigadier-general for which, if economical, return tickets should be taken; but these officers may make their own arrangements and recover the actual amount paid within the above limits. Servants, baggage, and chargers should be conveyed on requisition. In R. I. M. or other government vessels, by which passages will be given whenever possible, a separate cabin will be allotted to a general officer.	(a) These classes are, however, allowed 1st class passages in private steamers when travelling on duty from port to port within Indian limits, except to and from Aden.
(c) Other officers will be allotted berths by the embarking authorities according to seniority, this being governed by army rank when more than one unit is embarked. The O. C. troops will always be allotted a separate cabin; and a chaplain will also be given a separate cabin of the smallest size available.	(b) The husband of a schoolmistress will only receive accommodation according to his actual or late army rank.
(d) These classes are allowed passage by private vessel when proceeding to England on expiry of their term of Indian service.	(c) Class II N. C. officers and their families may be given, in order of seniority, any 2nd class accommodation available after those entitled thereto are provided for and when so berthed will receive 2nd class messing. In allotting such accommodation families should usually be first considered.
	(d) These classes are allowed passage by private vessel when proceeding to England on expiry of their term of Indian service.

Para. 107—*concl'd.*

3rd Class or deck.

All others, British and native, and their families.

Special conditions

(a) Class II N. C. officers and their families are allowed 2nd class, and others 3rd class accommodation (or 2nd where there is no 3rd class) when proceeding to the Colonies on duty or discharge. If, however, the shipping companies refuse to provide 3rd class accommodation for families, they and the husbands may be given 2nd class.

(b) On short voyages within Indian limits deck passage, when proper shelter is provided, is considered sufficient for healthy details, British and native. Between deck or 2nd class accommodation should always be provided for families and invalids, the embarking officer using his discretion as to the class of accommodation to be provided according to the merits of the case.

(c) Whenever native ranks are embarked on any vessel arrangements should be made, if possible, to enable those who require to cook to do so.

Messing rates.Messing
rates.

108. The following messing charges, for each day on which dinner is served on board, will be paid by those travelling as entitled or not-entitled passengers on Indian service. Those travelling on Imperial service come under the rules contained in the W. O. Allowance Regs.:—

Classes.	SCALE I.		SCALE II.		SCALE III.		SCALE IV.		REMARKS.	
	Applicable to all Imperial and Indian govt. vessels and hired transports moving between India and Europe.		Applicable to all other voyages on sea going vessels and river steamers. (a)							
	Entitled.	Not-entitled.*	Entitled.	Not-entitled.	Entitled.	Not-entitled.	Entitled.	Not-entitled.		
<i>1st class passengers</i>										
General officers	Free	s. d. 6 6	Rs a. p. 3 4 0	Rs a. p. 4 0 0	(a) Officers accompanying the C-in-C. or other high officials on duty from port to port in India or beyond the limits of India, when wine or beer is included in the messing, will pay the following special rates:—					
All other officers and civilians receiving 1st class passages, (d)	Free	6 6	1 8 0	4 0 0	Rs a. p. General officers 4 8 0 Field officers 4 0 0 Captain . 3 0 0 Subalterns 2 0 0					
(b) Wives, and daughters over 16 years	5 6	5 6	3 0 0	3 0 0						
	(c) Sons over 16 years	6 6	6 6	4 0 0	4 0 0					
	(d) Children over 7, and under 16 years	4 0	4 0	2 0 0	2 0 0					
	(e) Children over 1, and under 7 years	2 6	2 6	1 8 0	1 8 0					
	(f) Children under 1 year	Free	Free	Free	Free					
Lady nurses	Free	5 6	1 8 0	3 0 0	(b) Ten shillings a day is the maximum amount recoverable for the messing of the families of veterinary officers under either Scale I or II. The families of departmental officers with honorary rank, senior assistant surgeons, quartermasters, riding masters, inspectors of army schools or ordnance machinery, and district officers, R.A., receive free messing when granted entitled passages under Scale I; and when granted non-entitled passages under Scale II, the maximum amount recoverable on account of a family including sons over 16 years of age, is limited to ten shillings a day.					
<i>2nd class passengers.</i>										
Warrant officers, Class I N. C. officers, civilian mechanics and subordinates, and others receiving 2nd class passages	Free	2 6	(f) Free	3 0 0						
Schoolmistresses	Free	2 6	Free	2 0 0						

* See foot-note on page 59.

Messing rates.

59

	SCALE I.	SCALE II.	SCALE III.	SCALE IV.	REMARKS.
	Applicable to all Imperial and Indian govt. vessels and hired transport-mov'g between India and Europe.		Applicable to all other voyages on sea going vessels and river steamers. (a)		
Classes	Enti- tled.	Not enti- tled.*	Enti- tled.	Not- enti- tled.	
	s. d.	s. d.	R a. p.	R a. p.	
(c) Wives, and daughters over 16 years	Free	2 6	Free	2 0 0	(c) Free messing is allowed for the families of officers promoted from the ranks on the first voyage after such promotion, provided this is beyond Indian limits and the officers accompany their families. Also for the families of departmental officers with honorary rank and warrant officers when specially granted passage owing to destitute circumstances.
Sons over 16 years	2 6	2 6	3 0 0	3 0 0	
Children over 10, and under 16 years	Free	2 6	Free	1 8 0	
Children over 1, and under 10 years	Free	1 3	Free	1 8 0	
Children under 1 year.	Free	Free	Free	Free	
Civilian bandmasters			3 0 0	3 0 0	
Servants of 1st and 2nd class passengers.					
European male, if mess'd from saloon	2 6	2 6	1 8 0	2 0 0	(d) When passage money is drawn (see para. 38) the messing charges to be deducted therefrom will be those laid down in Scale I for servants, and those in Scale III for officers' wives and families. No messing deductions are made in the case of officers, lady nurses and 2nd class passengers.
European female	2 6	2 6	1 8 0	2 0 0	
Native	..	..	0 3 0	0 3 0	
Ayahs (when rationed by the ship)	..	..	Whole cost.	Whole cost.	(e) When children are conveyed free in private vessels no messing charges will be recovered.
3rd class.					
British N. C. officers and men, their wives, and children over 10 years of age	Free	1 0	Free (h)	Whole cost.	(f) Native civilian subordinates who, owing to religious scruples, make their own arrangements for provisions, will draw table money at the rate of three-tenths of salary but not exceeding Rs 3 per diem. When their families are entitled to passage, table money is also admissible at full rates for each member over six years of age and at half rates for others. But these classes when serving in Burma or at Aden, and granted leave to India on m. c., must defray all messing charges for themselves and families when proceeding and returning.
Children under 10 years of age	..	0 6			
Native soldiers and public followers (i) (j)	..	..	Free by sea. Free by river in Burma only.	Whole cost.	(h) Men not drawing messing allowance pay nine ples per diem.
(g) When their families are embarked native soldiers must pay the full cost of any rations supplied, unless the families specially receive free rations.					
(j) A peon who, owing to religious scruples, makes his own arrangements for provisions, may draw table money at four annas per diem.					

* In transports engaged elsewhere than in the U. K. and in other transports after four months' absence from the U. K. the rates for first and second class not-entitled passengers will be increased by one-third.

Payment of
messing
charges.

109. Messing charges will be paid in the following manner :—

When proceeding by any government vessel or hired transport.

1st class entitled and not-entitled passengers.—Before disembarkation, to the ship's authorities.

2nd class not-entitled passengers.—Before embarkation, to the embarking officer, who will make over the amount received to the ship's authorities.

3rd class not-entitled passengers.—Before embarkation, to the embarking officer, who will credit the amount to Government.

When proceeding by private steamer or freight ship.

The amount due should be credited in the first pay bill rendered after disembarkation vouched for by a messing certificate (I. A. F. T1731), which should be completed according to the instructions contained thereon. Embarking officers should warn such officers as are liable to pay messing stoppages that this certificate must be taken with them.

Hired transports and freight ships.

110. Cancelled.

Engage-
ment.

111. The engagement of hired transports or troop freight ships requires the sanction of the G. of I. in the marine department, on receipt of which the several inspections and other executive details are carried out by the local R. I. M. officers, in consultation with the military authorities. The Director, R. I. M., at Bombay, and the Deputy Director at Calcutta, are the head executive officers for the western and eastern coasts, respectively, and all correspondence must be addressed to them and not direct to owners or agents of vessels.

Surveys.

112. Two surveys of such vessels are held, *i.e.*, the primary survey to determine what is necessary to render the vessel suitable for the conveyance of troops, and the final survey to see that the desired arrangements have been completed and that the vessel is adequately equipped in every respect for the voyage. Both surveys will be attended by an officer of the brigade staff, and a medical officer, and by a veterinary officer when animals are to be embarked. The O. C. the troops, and the senior medical and veterinary officers, proceeding in the vessel, should also attend the final survey, if possible. The dates of the surveys will be fixed, and all forms supplied, by the local R. I. M. officer.

Points for
consideration
by military
members.

113. The main points to be attended to by the military members in both surveys are that the accommodation, equipment, and fittings, prescribed in the Marine Regs., Vol. II, are provided for the troops, their families, and animals embarking; also for the hospital, dispensary, prison, magazine, issue and baggage rooms, helmet, arm, sea kit bag and hammock racks, galleys and bake houses or cabooses, lavatories and latrines. The best position for the family quarters, hospital, invalid accommodation, horse stalls, and latrines, must be care-

fully selected, and the arrangements for ventilation and protection from the weather inspected and approved. At the final survey the medical stores, comforts, and disinfectants, also the provisions, unless shipped by the S. and T. corps, provided for the voyage, should be examined as to sufficiency and quality.

114. The O. C. at the port of embarkation is responsible that the numbers of each class, animals, etc., for whom accommodation is required, are communicated as early as possible to the R. I. M. officer concerned, and that the local senior officers of the medical, ordnance, clothing, S. and T., and other departments, are also instructed in respect of any demands that may be made upon them.

Responsi-
bility of
O. C. at
port.

Baggage rules.

115. Officers, soldiers, and their families, provided with passage at the public expense by private steamers, are entitled to conveyance for the regulation quantity of baggage; and if this is not carried free under the contract in force, the passage requisition should specify the actual weight of baggage to be shipped, in order that any excess charge may be included by the company in their passage claim. When passage money is drawn all baggage expenses must be defrayed therefrom.

Baggage in
private
steamers.

116. The rules contained in the K. R. in respect of the shipment of baggage will apply, with the following additions, to all voyages from India or within Indian limits in government vessels or hired transports.

General
rules.

117. When proceeding to the U. K. each article of baggage of the undermentioned details and their families should be painted with the number, rank, name, and unit, of the individual—in the case of invalids a further distinguishing black band, 3 inches wide, round the centre of each kit bag—and be also labelled as follows:—

Marking of
baggage of
details.

All time-expired men and reservists	Discharge dépôt.
other than those of the Southern group, R. G. A., whose baggage should be labelled	} Rowner.
All invalids	Netley.
Details under transfer to the home establish- ment or auxiliary forces, or joining classes of instruction	} Transfer.
Warrant and N. C. officers of the Indian es- tablishment and others proceeding on furlough; widows and wives unaccom- panied by their husbands	} A red star.

118. Paint for marking the public baggage of units may be purchased locally and the cost recovered by contingent bill, but no other expenses on account of marking baggage will be met by the State.

Marking
baggage
expenses.

119. Before the unit leaves its original station for a port of embarkation, the regulation baggage and stores accompanying it should be measured and weighed, and a return of the same (I. A. F. T. 1730) sent so as to reach the staff officer at the port of embarkation not less than three days before the unit embarks.

Baggage
and stores of
units.

As a further check the baggage and stores of units embarking at Bombay will again be measured at the last military station at which a halt is made before embarkation, and all baggage in excess of the regulation weight or measurement should then be set aside for disposal privately.

Baggage of individuals.

120. In the case of individuals proceeding by government vessel from Bombay or Karachi, their heavy baggage must be delivered at the Sassoon Dock or Keamari as the case may be, two days before the sailing of the vessel, to admit of its being measured, weighed, and registered by the embarking officer before shipment.

Rejection of baggage, etc.

121. The embarking officer may reject any baggage which exceeds the regulation weight or measurement, or which is not delivered within the prescribed time, and no baggage will be shipped without his permission in writing.

Baggage unaccompanied by owners, and parcels.

122. The Bde. Comdr. may sanction the despatch by a government vessel or hired transport of any regulation baggage unavoidably left in India on the departure of the owners, or of baggage specially allowed to be embarked in other cases. He may also, with the concurrence of the O. C. at the port of embarkation, sanction the despatch of parcels to the U. K. by such vessels, provided edibles are not shipped without the consent of the ship's commander. These sanctions will be communicated to the embarking authorities on I. A. F. T1729.

Embarkations.

General rules.

123. The orders contained in the K. R. relating to the duties of embarking officers, and the embarkation of troops and their families at other than home ports, will apply, with the following additions, to all embarkations of British troops leaving India for the U. K. or the Colonies. They will also apply, except in respect of reports and other matters hereinafter dealt with, to other voyages within or beyond Indian limits.

Books of regulations, forms.

124. The O. C. at the port of embarkation will be responsible that such of the following regulations as are applicable, and all forms, stationery, lists of stores and provisions, and other instructions required on the particular voyage, are available on board for the use of the O. C. the troops.

On all vessels.

K. R.
Royal warrant.
Manual of military law.

{ Placed on board by O. C. at the port of embarkation.

A. R. I., Vols. I, II, III,
X, and XI.

{ Ditto. The O. C. Bombay Bde. will supply the embarking authorities at Southampton, with copies for issue on outward voyages.

Additional on :—

Hired transports and freight ships.

(a) *Engaged by Imperial authorities.*

Regs. for His Majesty's Transport service.—Supplied by the Admiralty.

(b) *Engaged in India.*

Marine Regs., Vol. II.—Supplied by the local R. I. M. officer.

R. I. M. vessels.

Marine Regs., Vol. I.—Supplied by the Commander of vessel.

All the above books, except the Marine Regs., Vol. I, should be handed over to the disembarking staff officer at destination, for return to India.

The O. C. Bombay Bde., will also arrange that copies of the "Instructions for the guidance of officers arriving with British troops at Bombay or Karachi" are placed on all vessels conveying troops to those ports from the U. K. or the Colonies.

125. In the case of R. I. M. vessels, and hired transports, or freight ships engaged in India, conveying British troops to the U. K. or the Colonies, the O. C. at the port of embarkation will arrange, if necessary, for the shipment of a small library and games. These, in the case of hired transports or freight ships, will be handed over to the disembarking staff officer for return to India by the first public opportunity. Library and games.

126. Canteens will be established on all vessels conveying British troops from India to the U.K. or the Colonies. In the case of hired transports or freight ships engaged in India, the owners should be requested to make the necessary arrangements; on R. I. M. vessels by which a cavalry or infantry unit is proceeding, the regimental authorities will make the necessary arrangements, in other cases the O. C. at the port of embarkation will ship the required stores according to the scale and instructions given in Appx. III. Canteens.

127. The orders contained in the K. R. relating to the wives of officers and soldiers being only embarked if medically fit and not within three months of their confinement, will apply to all voyages. Medical certificates on I. A. F. M1240 must be presented to the embarking staff officer for families proceeding direct to the port of embarkation, these being obtained either before leaving their original station or at the port of embarkation. Troops and the families accompanying them will be medically examined before leaving their original station, and re-examined the day before embarkation, in order that any individuals showing symptoms of infectious or contagious disease may be left behind. Medical examination and certificates.

128. Individuals allotted passage in transports sailing from Bombay or Karachi and not accompanying troops, should embark the day before the vessel sails. Embarkation at Bombay or Karachi.

129. Detailed orders for embarkations should be issued beforehand by the O. C. at the port, naming the staff officer to superintend the embarkation, and giving full instructions as to the allotments to vessels, the time, order, and method of embarkation of each unit or detachment, of such animals, guns, equipment, stores and baggage as may accompany it, and of the rationing of the troops on the day of embarkation. In making allotments it must be borne in mind that the troops in Detailed embarkation orders.

each vessel should be embarked complete in every detail to admit of their landing at any point if required, and articles likely to be required first should be embarked last. Details should be organized in sections under command of an officer before embarkation.

Embarka-
tion returns.

130. In the case of troops proceeding to the U. K. or the Colonies, immediately the embarkation is completed and the numbers on board have been ascertained, the O. C. the troops will make over to the embarking staff officer for disposal, the following embarkation returns, retaining one copy of each for his own use:—

British troops.

A. F. B. 142.

One copy for the W. O.	One copy for the disembark-
One copy for the O. C. at the	ing authorities at South-
port of embarkation.	ampton.

A. F. B. 126 and 141.

Two copies for the W. O.	One copy for the Q. M. G.,
One copy for the O. C. at the	India.
port of embarkation.	One copy for the Divl. Comdr.
	Two copies for the India Office.

British and native troops moving to the Colonies (additional).
I. A. F. T1732.

One copy for the W. O.	One copy for the O. C. at port
Two copies for the India Office.	of embarkation.
One copy for the Q.M.G., India	One copy for the Divl. Comdr.

The embarking staff officer will also furnish direct to the India Office a return of the officers embarked, showing the circumstances in which they are proceeding.

Whenever furlough men of British units are embarked, a separate nominal roll of such men, giving their ranks, name, corps, particulars of family, and period of furlough, will be sent by the embarking staff officer to the W. O. with the above embarkation returns.

Embarkation returns will, in the case of British and native troops moving within Indian limits, be rendered on I. A. F. T1732, one copy being sent to the O.C. at port of embarkation, one copy to the Divl. Comdr. and one copy retained by the O. C. the troops for his own use.

Notice of
despatch of
details
within
Indian
limits.

131. When more than ten men are despatched from one port to another within Indian limits, the embarking officer should intimate to the military authorities at the ports concerned, by telegram if necessary, the numbers proceeding and probable date of arrival, in order that arrangements may be made for their reception. When government vessels sail with accommodation available for details from intermediate ports of call this should be also communicated to the embarking officers at those ports.

Charter
parties, etc.

132. Charter parties or agreements of any kind, as well as all documents relating to any government stores, provisions,

etc., shipped on hired transports engaged in India and proceeding to the U. K. or the Colonies, must be forwarded to the G. of I. for disposal.

Duty officers.

133. In addition to the O. C., adjutant, and quartermaster, Home-Indian transports, 11 captains and subalterns are ordinarily required for ship's duties on the Home-Indian service transports. For duty with details one officer per 75 men should be embarked, but these and all officers accompanying units will form part of the duty complement. All officers of the British service entitled to passage (with the exception of half pay or retired officers) are available for duty. Not-entitled passengers may only be detailed for duty when, and for so long as, the number of duty officers available falls below 10, and when so detailed the O. C. must comply with the orders contained in the K. R. Officers on furlough under Indian rules will not, unless absolutely necessary, be detailed for duty.

134. On R.I.M. vessels, hired transports engaged in India, R.I.M. vessels, etc. and freight ships, the complement of officers to be embarked for duty with details should be one for any strength between 20 and 75, and one officer extra for every additional 75 men. Of these officers one must be a captain if the details number between 150 and 300, or a field officer if above that strength, unless officers of these ranks are proceeding on duty in the same vessel and are available to command. The above officers, and all those accompanying units, etc., will form the ship's duty complement. All officers of the British service entitled to passage (with the exception of half pay or retired officers) are available for duty. Not-entitled passengers should not be detailed for duty except in unavoidable circumstances.

135. The above scales are exclusive of medical officers, who Medical officers. will be detailed as considered necessary by the P. M. O., India, for voyages to the U. K. or the Colonies, and by the O. C. at the port of embarkation for voyages within Indian limits.

136. When the complement of officers for duty cannot be made up from those proceeding with the troops or on leave, Return passages for duty officers. officers of the British service should be detailed, and they will be given a free return passage to their station if they re-embark within the period of leave admissible under A. R. I., Vol. II, or without reference to this limit if detained by competent authority to admit of their returning by a government vessel.

Duties on boardship.

137. In all matters not dealt with in these regulations the orders contained in the K. R. relating to duties on boardship Duties on boardship will apply to all voyages whether within or beyond Indian limits.

Disembarkations.

138. The disembarkation of troops will be carried out in General disembarkation rules. accordance with the rules contained in the K. R., and such local orders as may be issued by the O. C. at the port of disembarkation.

139. The disembarkation returns to be rendered by British Disembarkation returns. troops moving between India, the U. K., and the Colonies, are detailed in the K. R., and the local instructions placed on board. For movements of British or native troops within

Indian limits, two copies of I. A. F. T1732 are alone required one copy being retained by the O. C. at the port of disembarkation, and the other transmitted to the Divl. Comdr.

In the case of native units arriving in India from the Colonies one additional copy of I. A. F. T1732 will be furnished by the O. C. at the port of disembarkation to the W. O.

Voyage
reports.

140. In the case of a hired transport or freight ship engaged in India, the voyage report will be prepared on I. A. F. T1735.

Animals.

Horses on
Home-Indian
transports.

141. When spare horse stalls are available on the Indian-Home service transports, they may, under the orders of the O. C. at the port of embarkation and with the concurrence of the marine authorities, be used for the chargers of officers proceeding to the U. K. or the Colonies. Forage and horse gear will be supplied by Government, and charged for at a daily rate of two shillings and one shilling respectively, the amount due, calculated according to the average duration of the voyage, being paid before embarkation to the embarking officer who will credit the amount to Government. The owners must make arrangements for the care of the animals, and accept all risks during the voyage.

Animals on
R. I. M.
vessels, etc.

142. In voyages within Indian limits or to and from "beyond sea" stations by R. I. M. vessels or hired transports, when chargers or other animals belonging to officers are embarked, the forage required is to be shipped by the S and T. corps, and the owner will pay the prescribed forage rate before disembarkation. This rate includes the authorized purserage fee.

Government
animals.

143. The embarkation, disembarkation, management, and care of government animals conveyed by sea, will be conducted as laid down in the K. R.

Dogs and
birds.

144. Not more than eight dogs should be embarked in any vessel conveying troops, and if proceeding to the U. K. the owners must, before embarkation, produce the required license from the Board of Agriculture. Birds may be embarked at the discretion of the O. C. at the port of embarkation.

Transport by River.

Accommoda-
tion.

145. The accommodation to be provided on river steamers for individuals travelling under military rules is as follows:—

1st Class.

All British officers, lady nurses, native aides-de-camp, civilian employés entitled to 1st class accommodation by railway, and their families.

2nd Class.

All departmental warrant and N. C. officers, regimental warrant and Class I. N. C. officers, native officers, hospital assistants, civilian subordinates entitled to second class accommodation by railway, and their families (or upper class where there are only two classes).

Civilian subordinates entitled to intermediate class accommodation by railway, and their families (where there are only two classes of accommodation passage will be allotted in the lower class, or if there are four classes, in the third class.

Wives and children of other British soldiers, and their husbands when accompanying them.

All British soldiers on Assam river routes.

1st Class Instructors of Volunteers on Burma river routes.

Armament Artificers of Fulta armaments between Fort Fulta and Fort William.

Deck.

All other British soldiers on Burma river routes.

All other native soldiers, followers, and their families, on any route.

When a steamer is partially or wholly chartered for the conveyance of troops, deck space should be given as follows:—

Europeans.—Not less than 6 feet by 2 feet for each adult and child over 10, or every two children under 10 years of age, on voyages of over 24 hours duration, or on any voyage during the rains or hot season. On other voyages 6 feet by 1½ feet.

Natives.—Not less than 6 feet by 2 feet for each adult on voyages of over 24 hours duration. On all other voyages 6 feet by 1½ feet.

146. When more than 50 men are embarked, and the existing hospital arrangements of the vessel are considered inadequate, space to accommodate 5 per cent. of the whole strength, at 7 by 2½ feet each, may be specially reserved for hospital purposes. Hospital accommodation.

147. Officers and other 1st class passengers will pay their messing bills, at the contract rate, if any, before disembarkation, recovering by contingent bill the excess over the messing rates shown in para. 108, supported by the receipted bill for the amount paid. All second class passengers, other than native officers and hospital assistants, are messes free, the requisition for passage being endorsed "with diet," and the amount due being included by the company in the passage claim. In the case of native civilian subordinates and peons, who, being entitled to free messing, are not so provisioned or who owing to religious scruples make their own arrangements, compensation may be drawn at the rate of three-tenths of their salary, but not more than R3, nor less than annas 4 per diem. Messing expenses of individuals not drawing travelling allowances.

148. When cooked rations will not suffice, parties of not more than seven Europeans should be given passage "with diet," and substituted by the commander of the vessel at the contract or other rate in force, the amount due being included in the passage claim. For larger parties the S. and T. corps will ship the required provisions in charge of an agent who will issue them daily on the requisition of the O. C. Rationing of British soldiers.

149. When river steamers are chartered for the conveyance of troops, the arrangements of the vessel, particularly in respect of latrines, cooking places, hospital, ventilation, protection from the weather, and baggage space, should be inspected by the embarking staff officer, accompanied by a medical officer, if possible, and any defects remedied as far as practicable before the troops embark. Preliminary inspection of troop boats.

General
rules on
troop boats.

150. The O. C. should issue such orders and make such arrangements as will ensure all baggage, stores, and arms being conveniently and securely stowed, the cleanliness of all portions of the steamer used by the troops, and the prevention of fire and other accidents. Troops landed for exercise should not be permitted to enter villages, etc. The medical officer in charge will be responsible that a sufficient stock of medicines, medical comforts, and disinfectants are shipped, and that all necessary sanitary precautions are taken during the voyage.

Returns.

151. A return on I. A. F. T1733 will be furnished to the embarking and disembarking staff officers.

Transport by Railway.

Accommodation.

Railway
contract
conditions.

152. Under the contracts with guaranteed railways, the companies are bound to convey, at such times and at such rates of speed, and between such places, and with such conveniences and accommodation as Government may require, troops and all other persons moving on military duty to whom the A. A. or I. A. W. are applicable, and all artisans on the business of Government.

The following conditions apply to traffic booked by ordinary trains, excluding reserved troop carriages attached thereto:—

- (a) British officers, and persons of similar station in life, in 1st class carriages at 2nd class fares.
- (b) Troops, and European artisans, in 2nd class carriages at the lowest fares.
- (c) All other persons to whom the A. A. or I. A. W. may apply, at the lowest fares.
- (d) 20 seers of baggage for each man free of charge.
- (e) Officers and others mentioned in clause (a) above, when travelling independently of troops at contract rates will be allowed $1\frac{1}{2}$ maunds of baggage each, free of charge.
- (f) All stores belonging to Government or intended for Government, all guns, "safety cartridges," carriages, wagons, tentage and equipments whatsoever, at $\frac{1}{3}$ rd pie per maund per mile or at the vehicle mileage rate (see Appx. V) whichever is cheaper. All horses or other animals used for military purposes, at the lowest rate for the time being chargeable for the carriage of such animals.
- (g) All explosives, excluding "safety cartridges," and coal, at ordinary tariff rates.
- (h) Troops not moving on duty, their families, and all other persons not subject to the A. A. or I. A. W., are paid for at ordinary tariff rates.

In the case of troop extra trains and reserved troop carriages, trucks or wagons, attached to ordinary trains, payment shall be made at the vehicle rate (see Appx. V).

The Government troop traffic has priority over all other traffic.

NOTE.—The expression “safety cartridges” as used above—

- (i) means a cartridge for small arms, the case of which can be extracted from the small arm after firing, and is so closed as to prevent any explosion in one cartridge being communicated to other cartridges; and
- (ii) includes a rifle-calibre machine gun cartridge, if it is as described in clause (i) whether it is for use with a machine gun having chambers identical with those of rifles or with a machine gun having special chambers.

Provided that the diameter of the cartridge in either case (i) or case (ii) does not exceed one inch.

153. The railway accommodation to be given to individuals travelling under military rules is detailed below, the actual accommodation admissible being, unless otherwise stated, the same as allowed to civilian passengers, but where extra space or special accommodation is admissible, and cannot be obtained, no claim on that account can be admitted.

Railway
accommodation.

SPECIAL.

I.—The C.-in-C. and staff.

(a) Broad gauge state saloons Nos. 49 and 50 have been placed at the disposal of the C.-in-C., for the use of H. E. and such of his personal staff as can be accommodated therein.

On other than broad gauge lines the C.-in-C. is entitled to a saloon carriage for himself.

(b) The A. G. and Q. M. G., when accompanying the C.-in-C. on inspection duty, or when travelling separately on a tour of inspection on His Excellency's behalf, are each allowed a reserved compartment of a first class carriage. All other staff officers, establishments, and servants, will, in ordinary trains, travel in the public carriages, or obtain reserved accommodation under the general traffic rules; subject to not more than three officers being allotted to a four-berth compartment, nor two to a three-berth compartment on other than broad gauge lines, this accommodation being specially ordered if necessary. Horse-boxes will be attached to trains as found practicable by the railway authorities.

(c) The C.-in-C. may travel by special train whenever he thinks it necessary, the number of vehicles (including brake-vans and counting each bogie and six-wheeled carriage as 2 and $1\frac{1}{2}$ vehicles, respectively) composing such train being limited to the load of one engine as fixed by the railway administration concerned for ordinary trains running at the same speed. Accommodation will ordinarily be provided as in (a) and (b), but an increased scale may be demanded if the cost is not thereby enhanced.

(d) When travelling by other than special train, separate arrival and departure platforms, or special platform accommodation, should be provided for the C.-in-C.

II.—*Army Comdr. and staff.*

(a) A special carriage with accommodation for cooking and servants if available, otherwise a double saloon first class carriage, is authorized for the personal use of an Army Comdr.

When travelling otherwise than on duty an Army Comdr. may use his special carriage, and the charge for the same will be paid by Government, but the ordinary fares that would be paid if such accommodation was not provided will be payable by the Army Comdr.

(b) The general and personal staff officers accompanying an Army Comdr. on duty will be allotted:—

Three officers or less—one first class compartment.

More than three officers—one first class carriage.

(c) Office establishments and servants will travel in the public carriages. When considered desirable the accommodation required for servants may be reserved. Horse boxes will be attached to trains as found practicable by the railway authorities.

III.—*I. G. of Cavalry and his Brigade Major, and P. M. O., India.*

When travelling on tours of inspection, are allowed a reserved compartment of a first class carriage.

IV.—*Directors General of Ordnance, Military Works and Army Remount Department, and the Director, S. and T.*

Are allowed a reserved compartment of a first class carriage on all journeys on duty which involve travelling between 11 P.M. and 7 A.M.

1ST CLASS.

V.—*All other British officers, native aides-de-camp, lady nurses, and chief clerks of the offices of the A. G. and Q. M. G., India, when not holding commissioned rank.*

When travelling by troop extra train one berth per individual is authorized.

2ND CLASS.

VI.—*Warrant officers, civilian Bandmasters, Non-Commissioned officers, Classes I and II, military medical pupils, native officers, hospital assistants; wives and children of foregoing, and of all other British soldiers, schoolmistresses and their children, and probationers selected for training as army schoolmistresses.*

The above classes will always be conveyed in second class carriages. In troop carriages the men named may travel in the same compartment as their families for which purpose an extra

compartment can be allotted if necessary, provided that this does not necessitate the provision of an additional vehicle. No other soldiers should be permitted to travel in compartments with families.

VII.—Sick and invalids.

- (a) One second class carriage, in which one berth will be allotted to the medical subordinate and his stores, will ordinarily be reserved for hospital purposes in a troop extra train, any additional accommodation becoming necessary *en route* being supplied on the demand of the medical officer in charge.
- (b) Invalids will ordinarily be conveyed in carriages having latrine and, if possible, lavatory, accommodation, or in serious cases in invalid, hospital, or ambulance carriages. Lying down accommodation will usually be allotted in second class carriages, those incapable of sitting up being given a whole berth, and others such extra space as may be considered necessary. The extra accommodation to be given to invalids will be determined by the medical authorities.

VIII.—All other British soldiers; native N. C. officers and their families and all other native soldiers, except when proceeding on or returning from furlough or travelling on duty singly or in small parties not exceeding four in number.

Small parties of British soldiers travelling otherwise than in a troop carriage will always be accommodated in second class carriages. For large parties any other carriages that have been accepted as suitable for the conveyance of troops, in accordance with the numbers marked thereon, may be used.

IX.—Civilian subordinates, whose pay is not less than $\text{Rs}50$ per mensem, when accompanying the C.-in-C. on tour.

X.—Civilian subordinates whose pay or maximum pay exceeds $\text{Rs}100$ per mensem.

INTERMEDIATE CLASS.

XI.—Civilian subordinates whose pay or maximum pay does not exceed $\text{Rs}100$ per mensem

but if there is no intermediate class accommodation in the train by which ordered to travel, then—

- (a) where there are only two classes—the lower class;
- (b) where there are three classes—if the man's pay is not less than $\text{Rs}50$ second class, otherwise third class.

3RD CLASS.

XII.—Native N. C. officers and their families, and all other native soldiers, when proceeding on or returning from furlough, or travelling on duty singly or in small parties not exceeding four in number.

Native military medical pupils.

Families of native soldiers, other than N. C. officers.

Recruit and pension boys.

Public followers and their families.

Private followers.

GENERAL.

XIII.—Insanes, whether violent or harmless, and military prisoners, will always be sent with their escorts in a reserved compartment of a first class carriage in the case of insane officers, and of a second class carriage in the case of soldiers.

XIV.—The families of officers and civilian subordinates will not accompany troops, but draw travelling allowances on all occasions, and make their own arrangements. As full tariff rates are paid for other families, compartments should be "reserved" for them, provided the fares payable on their account are not less than the public reserved accommodation charge.

XV.—Children above twelve years of age count as adults, two children between three and twelve as one adult, while those under three years of age travel free.

XVI.—On railways having only ^{Upper} _{Lower} class accommodation, this will be considered to represent the ^{1st} _{2nd and 3rd} classes on other railways; except that warrant officers, N. C. officers, Classes I and II, native officers, hospital assistants, and the families of the foregoing; also civilian subordinates whose pay or maximum pay exceeds £100 per mensem; should be given upper class accommodation in such cases.

Carrying capacity of carriages.

154. With reference to para. 153, clause VIII, the maximum number of soldiers to be accommodated in second, intermediate and third class carriages has been marked on those vehicles, and should not, ordinarily, be exceeded.

Payment is made according to the rates prescribed in Appendix V.

New railway stock.

155. Whenever a new line of railway is opened, or a new type of stock introduced on any railway, the Divl. Comdr. within whose area the railway head-quarters may be, will, in consultation with the chief railway officer, assemble a committee to determine—by practical test, whenever possible—the number of soldiers that can be accommodated in each type of second, intermediate, or third class carriage. The M.D. will be represented thereon by an officer of the Bde. or Divl. staff, two regimental officers of experience, and a medical officer. The recommendations of the committee should be submitted to the G. of I., and until orders are received and the carriages are marked, the number of soldiers allotable to such carriages will be restricted to:—

2nd class.

The public carrying capacity.

Any class lower than second.	{	Standard gauge—3 soldiers to every 5 seats for the public.
		Metre or lower gauge—4 soldiers to every 8 seats for the public.

General Rules.

156. It is the duty of the railway authorities to report by telegraph to the Divl. Comdr. concerned any interruption of military traffic which will exceed twelve hours, or involve the transshipment of passengers. The Divl. Comdr. will inform the Q. M. G., India, and others concerned by telegraph. Reports of stoppage of traffic.

157. When a new line or extension is opened for traffic, the G. O. C. the division or independent brigade will publish the particulars and the extent to which it can be at once used for military traffic, in divisional or brigade orders. In the case of a line likely to be convenient for the movement of large bodies of troops, a detailed report of the rest camp and other arrangements, and their cost, which the G. O. C. of the division or independent brigade may consider necessary, will also be submitted to the Q. M. G., India. Reports of extensions of railway communication.

158. The despatch of parties of not more than ten soldiers will be arranged by the O. C. the unit, and above that number by the O. C. the station. Whenever over 100 men are despatched a staff officer should superintend their entrainment. Arrangements for despatch.

159. All arrangements for troop extra trains, and invalid or ambulance carriages, must be made with district traffic superintendents, at least 48 hours' notice being given at Howrah, Allahabad, Madras, and Bombay, and 96 hours' at other stations. Arrangements for reserved carriages or compartments, horse-boxes or wagons, or for the despatch of more than ten individuals in public carriages, by ordinary trains, should be made with station masters, 96 hours' notice being given ordinarily when the journey extends over and involves arrangement with other railways, and at least 24 hours in other cases. Railway authorities to be addressed.

160. All troops, unless medical or military reasons render the use of an alternative route desirable, will ordinarily travel by the main route (see Definitions). Except when proceeding to Pasteur Institutes or in other special cases rendering this desirable, contract 2nd or 3rd class passengers should not be despatched in mail trains by which the public are not booked at 3rd class fares. The actual route, and class of train, ordered, should be entered on the warrant. Routes, etc., to be used.

161. Except in the following cases:—

Details proceeding to

<p>Kasauli Murree Hills</p>	}	<p>to be booked to ^{Kalka}Rawal Pindi only, and onward journey arranged by the ^{rest camp subordinate}S. S. O., see Appx. VI;</p>
<p>Subathu Sanawar</p>	}	<p>to be booked to Dharmapore only, passage warrants (I. A. F. T1712) should be sent to the ^{subordinate in S. & T. charge}pony contractor at Dharmapore 36 hours in advance.</p>

Through booking.

all military passengers should be booked through to destination, and given warrants for the entire journey, as well as for the return journey if required, before leaving their original stations. For journeys over the Darjeeling-Himalayan railway separate warrants must be issued and the moves of other than individuals to Darjeeling should be arranged in communication with the O. C. Presidency Bde. Where return tickets are issued at reduced rates (see Appx. V), the concession should be taken full advantage of, particularly in the case of tariff rate passengers, one warrant only being made out and endorsed "To.....and back," and a note made and signed on the reverse of the warrant of the period for which the return ticket is to be issued. Proposed breaks of journey can also be entered on the warrant, but journeys on one warrant must be completed within the railway time allowance of 24 hours per 100 miles or part of 100 miles travelled, added to the ordinary through timing.

Requisitions
for convey-
ance.

162. Whenever the party travelling exceeds ten in number I. A. F. T1705 will be forwarded to the S. S. O., who after checking the requisition and excluding therefrom any unauthorized persons, baggage, etc., will decide whether the party should proceed by ordinary passenger train, by special troop carriages, or by troop extra train, and make the necessary arrangements for the supply of the accommodation authorized in para. 153.

Small parties of insufficient numbers to justify their despatch in vehicles at the vehicle mileage rate, shall be sent on warrant and be paid for at contract rates (see para. 152).

In cases where it is necessary to requisition for special vehicles for the conveyance of such parties, the despatching officer will be held responsible that the full troop carrying capacity of the class of vehicle supplied is worked up to as far as possible and that no extra expense is thereby caused to the State.

In the case of military passengers not subject to the A. A. or I. A. W. the accommodation provided will invariably be in accordance with the public carrying capacity of the class of vehicle supplied by the railway.

Troop extra
trains.

163. Troop extra trains should be arranged whenever the numbers or troops and their families, or of animals, or the amount of baggage admit of it, but once a train is ordered the despatching officer will be held responsible that, unless adequate military reasons prevent it, the train is utilized, otherwise he or the officer at fault may be called upon to pay the haulage or other charges incurred. A despatching officer may order a troop extra train even though the minimum number of vehicles cannot be utilized, or an extra carriage that can only be partially filled, but this discretion must be used with due regard to the extra expenditure involved (see Appx. V), and will ordinarily be exercised in cases in which military considerations forbid the party being broken up, and it is too large to send in troop carriages by ordinary train. In such cases the despatching officers at intermediate stations should

General railway rules.

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be advised of the deficiency so that it may be filled up *en route* if possible. Where, owing to differences in the minimum, through booking over another railway may be undesirable, the train should be booked only to the first rest camp on that railway, if fresh onward arrangements can thence be made.

Troop extra train, maximum and minimum

164. The following table shows the maximum and minimum number of vehicles for troop extra trains:—

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the Railway.	Minimum number of 4-wheeled vehicles to be paid for by Government. All brake vans included in the minimum number shall be paid for.	REMARKS.
Oudh and Rohilkhand	35, Hardwar-Dehra branch, 15 vehicles including 3 brake-vans †	16* (15(a) in the case of the Hardwar-Dehra branch)	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.
Morvi	16 (including one brake-van) Special troop passenger train on any part of the line including the Ghants. Special mixed troop train on any part of the line excluding the Ghants.	12 (excluding one brake-van). ‡	† A 4-wheeled vehicle is counted as one loaded; a bogie vehicle as 1½ loaded; and a 30-foot vehicle as two loaded.
Great Indian Peninsula (Main line).	Special mixed troop train on the Ghants Tram will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles.	16*	(a) This number is, however, subject to amendment later.

	Special goods train for military baggage, horses, stores, etc., on any part of the line except the Ghants.	40 vehicles, but not exceeding 80 axles.
Special goods train for military baggage, horses, stores, etc., on the Ghants.	Train will be divided so that any portion will not exceed 20 vehicles, aggregating 40 axles	18*
Indian Midland Section, G. I. P. Railway . Southern Mahratta	40 at goods speed, 30 at mixed speed and 14 at passenger speed .	16 at goods and mixed speeds, and 14 (a) at passenger speed.
Bhavnagar-Gondal-Junagad-Probandar . East Indian	25 vehicles for small engines, and 30 for large engines . . 35 increasing to 38 if necessary, 30 vacuum braked vehicles at through speed of 20 miles an hour.	16 16†
Assam-Bengal Bengal and North-Western Rohilkund and Kumaon	22 (i.e., 10 bogies and 2 brakes) † 30	16* { 16* 14
Bengal-Nagpur, including northern section, East Coast Railway.	25 by special passenger, and 30 by special mixed	16* † A bogie is equal to two 4-wheeled vehicles.

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the Railway.	Minimum number of 4-wheeled vehicles to be paid for by Government. All brake-vans included in the minimum number shall be paid for	REMARKS.
Jodhpur-Bikanir	28	16*	
Udaipur-Chitor	26	16*	
Bombay, Baroda and Central [India system.	<div> <div> <i>Broad gauge</i> 30 </div> <div> <i>Metre gauge.</i> 28 </div> </div> <p>The following are the loads for troop mixed trains :—</p> <div> <div> <i>Broad gauge.</i> 30 </div> <div> <i>Metre gauge.</i> 28 </div> </div>	10*	
{ Sedaw to Thondoung.	10 with two engines	10 (a)	(a) This number is, however, subject to amendment later.
{ Thondoung to Nawngkhio	20 with two engines, or 10 with one engine		
{ Mawhan to Kadu	18		
{ Gyodoung to Mawhan			
{ Kadu to Myitkiyina			
{ Thazi to Myingyan			
{ Twataung to Alon		16*	* If less than 18 vehicles, including two brake-vans, are requisitioned, the railway may complete the load with its own traffic.

Khata branch	12			12 (a)
	40			16*
{ Other parts of line	{ Special passenger. Broad gauge. 20	{ Special mixed 30	{ By special passenger. 20†	16*
				16†
H. H. the Nizam's Guaranteed State				
Dibru-Sadiya	{ 25 between Steamer (Chat and Margherita, and 20 between Makum junction and Tal-p.	{ By special mixed 20†	{	16†
				16
Tezpur-Balipara	17			16
Madras, including southern section, East Coast Railway.	30			16
South Indian	20 between Erode and Trichinopoly, and between Madura and Trichinopoly; 25 elsewhere			16
Bengal Central	25			16*
Bengal-Doonars	22			16
Eastern Bengal State	{ Broad gauge Special passenger. 25	{ Special mixed. 35	{	16
				22
				14
				2' 6" gauge.

† Provided there is at the time a sufficient number of wagons with goods awaiting despatch to make up the full load

Troop extra trains.

Railway.	Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the Railway.	Minimum number of 4-wheeled vehicles to be paid for by Government. All brake-vans included in the minimum number shall be paid for.	REMARKS.
Darjeeling-Himalayan	15 including one brake-van	15 including one brake-van.	
Howrah-Amta	.		
Howrah-Sheakhala	.	16	
Ranaghat-Krishnagar	.		
Nalgiri	.	3 in up, and 4 in down trains, including one brake-van. Includes one composite and one third class carriage, also one brake-van, in up and down trains with an open goods wagon extra in down trains.	(a) This number is, however, subject to amendment later.
Deoghar	*16, or the maximum number that can be hauled by the railway if such number is below 16.(a)	
Jorhat		

Section.	Between		Maximum (including two brake-vans) number of vehicles for troop extra trains supplied by the Railway.	Minimum number of 4-wheeled vehicles to be paid for by Government. All brake-vans included in the minimum number shall be paid for.	REMARKS.
	Station.	Station.			
Main line	Delhi	Lalamusa	35		* Assisted by a banking engine. Maximum load beyond Reti, 32.
"	Lalamusa	Peshawar Cantonment	30		
Khusalgarh	Rawal Pindi	Khusalgarh	*25		
Main line	Lahore	Kotri	35		16, but it less than 18 vehicles, including two brake-vans, are requested, the railway may complete the load with its own traffic.
"	Kotri	Karachi	33 coaches (2 goods = 3 coaches)-		
Kotri-Rohri	"	Rohri	32		
Hyderabad-Shadipalli	"	Shadipalli			24 with K. S. class. 24 with K. S. class. 12 with K. S. class, but this number is subject to amendment later.
Wazirabad-Khanewal	Wazirabad	Khanewal			
	Lahore	Delhi, via Punjab, Bhatinda	35		
Southern Punjab	Samasata	Bhatinda			24 with K. S. class. 24 with K. S. class. 12 with K. S. class, but this number is subject to amendment later.
Rajpura-Bhatinda	Bhatinda	Rajpura			
Jammu	Jammu (Tawi)	Wazirabad	18		
Mari-Attock	Campbellpore	Daudkhel	32		24 with K. S. class. 24 with K. S. class. 12 with K. S. class, but this number is subject to amendment later.
"	Daudkhel	Kundian	35		
Mari	"	Mari	32		
Ghazighat	Mahmudkhot	Ghazighat			24 with K. S. class. 24 with K. S. class. 12 with K. S. class, but this number is subject to amendment later.
	Harapur	Shodhi			
Khewra		Khewra	16		
Bherra	Shodhi	Khewra			24 with K. S. class. 24 with K. S. class. 12 with K. S. class, but this number is subject to amendment later.
Sind-Sagar	Bherra	Malakwal	35		
Pethankot	Lalamusa	Ster Shah			
	Amritsar	Pathankot			

FRONTIER SECTION.	BETWEEN		MAXIMUM (INCLUDING TWO BRAKE-VANS)		MINIMUM NUMBER OF 4-WHEELED VEHICLES TO BE PAID FOR BY GOVERNMENT. ALL BRAKE-VANS INCLUDED IN THE MINIMUM NUMBER SHALL BE PAID FOR		DOUBLE ENGINE MAXIMUM (INCLUDING TWO BRAKE-VANS).	
	Station.	Station.	Up.	Down.	Up.	Down.	Up.	Down.
Mushkaf-Rolan	Sibi	Nari	15	25			..	..
	Mushkaf	Mushkaf					..	..
	Abigum	Abigum	15*	25			30	30
	Mach	Mach	15†	25			15	22
	Kolepur	Kolepur	15	25			10	22
	Qetta.	Qetta.	25	25			45	45
	Sibi	Bostan		25			45	15
	Belar Kach	Babar Kach					25	25
	Nakus	Nakus	11				25	25
	Sharigh	Sharigh					25	25
Sind-Peshin	Khosh	Khosh					25	25
	Kach Kotal	Kach Kotal					25	25
	Khanai	Khanai					25	25
	Bostan	Bostan					25	25
	Gulistan	Gulistan					25	25
	Kila Abdulla	Kila Abdulla					25	25
	Shelabagh	Shelabagh					25	25
	Chaman	Chaman					25	25
							25	25
							25	25

16, or the maximum number that can be hauled by the railway if such number is below 16. (a) If less than 16 vehicles, including two brake-vans, are requisitioned, the railway may complete the load up to that number with its own traffic, or up to the maximum where the load is less than 18 vehicles.

* *Abigum to Mach.*—Banking engine is attached. No charge.

† *Mach to Kolepur.*—Three engines—charge for one banking engine R2.8 per mile, minimum R10.1 is m. do.

‡ When a banking engine is used, the charge will be R2.8 per mile, minimum R10.1.

(a) This number is, however, subject to amendment later.

Troop carriages.

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165. When the numbers are insufficient for a troop extra train, but sufficient to admit of their despatch in reserved troop carriages by ordinary trains, this should be arranged; the maximum number permissible being as follows:—

RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Oudh and Rohilkhand	2 (a)	4	1	(a) Also on fast passenger trains, but on through booking only on North-Western Railway; except that on this railway two troop vehicles may be attached to the daily mail trains between Karachi and Quetta.
North-Western	1 (b)	2	1 (a)	(b) In local booking only.
Great Indian Peninsula (including Indian Midland section).	2 (a)	4	8 (b)	
East Indian	1	4	4	
Bombay, Baroda and Central India.	2 (g)	4	4	
Rajputana-Malwa	1	4	4	
Nizam's State	2	4	4	
Bengal Nagpur	2	4	4	
Burma	4 (j)	4 (j)	4 (j)	
Jorhat	..	..	14 (k)	
Tezpur-Balipara	..	..	5 (l)	
Udaipur-Chitor	4	4	4	
Bengal Central	8	4	8	
Bengal and North-Western.	4	8 (m)	8	
Assam-Bengal	..	..	4	
Eastern Bengal State (c).	2	8	14	
Madras	2 (e)	2	(d)	
South Indian	1 (f)	2 (g)	5	
Southern Mahratta	3	..	3	

Troop carriages.

RAILWAY.	Mail train.	Slow passenger train.	Mixed train.	REMARKS.
Nilgiri (h)	<p>(i) Through booking. In local booking one vehicle only can be attached.</p> <p>(j) Or 2 bogie carriages; except on No. 1 "Up" and No. 2 "Down" Express, and No. 3 "Up" and No. 4 "Down" mail trains between Rangoon and Mandalay. On the 3 "Up" mail and 2 "Down" Express, accommodation for 2 officers and 4 third class compartments can be provided.</p> <p>(k) Except on Sundays. Six passenger carriages and 8 bogie wagons.</p> <p>(l) Except on Sundays and during the monsoon.</p> <p>(m) 4 by ordinary passenger train.</p>

Conveyance of animals and stores by ordinary trains.

166. In cases of emergency, trucks and wagons conveying animals and stores may be attached, under the above rule, to ordinary trains on the following railways only:—

To both slow passenger and mixed trains.

East Indian.
North-Western.
Indian Midland section, G. I. P.
Eastern Bengal.
Bengal Nagpur.
Bengal and North-Western.
Oudh and Rohilkhand.

To mixed trains only.

All other State railways.
Great Indian Peninsula (excluding Indian Midland section).
Southern Mahratta.
Lucknow-Bareilly section, Rohilkhand and Kumaon.
Rajputana-Malwa.
Bengal Central.
South Indian.
Nizam's.
Madras.

Hours for journeys of troops.

167. Troops will ordinarily travel through direct to their destination. Halts at rest camps will only be made when absolutely necessary.

Ammunition and explosives.

168. Special arrangements must always be made with the railway authorities for the carriage of ammunition and explosives, whether accompanying troops, or otherwise, see the detailed instructions given in the Magazine Regs.

Treasure.

169. Government treasure should be conveyed under escort in a separate vehicle or compartment, accessible only to the escort or railway guards, and the O. C. the escort will make all arrangements for its safety *en route*.

170. Officers' chargers may be sent in horse-boxes by any class of train. If, however, their despatch by a particular train necessitates the provision of a special vehicle, and they are not in sufficient numbers to justify a whole vehicle being engaged, they should be despatched either in advance of, or may follow, the officer, unless it is absolutely necessary that the chargers should accompany the officer. This rule will only apply to cases where the chargers of officers are booked by warrant, as for instance, when the officers are accompanying troops by rail, and they themselves travel on warrant under the rules contained in para. 2 (a). Other animals should ordinarily be despatched in horse wagons by goods or mixed trains. The railway authorities must be informed of the class of vehicle and train by which the animals are to be despatched, or they will send them by passenger train and charge accordingly. Conveyance for less than three chargers by the East Indian Railway mail trains between Howrah-Delhi-Jubbulpore should only be demanded in cases of emergency as this is the minimum charge payable by such trains.

Arrangements for conveyance of animals.

Horses are not carried on the Kalka-Simla and Darjeeling-Himalayan Railways. On railways which quote an owner's risk rate, Government animals will be held to be despatched at that rate without declaration.

171. Each railway will provide its own passenger carriages and brake-vans at the junction station unless the railways concerned arrange for these vehicles to run through. But when military considerations do not admit of the exchange, the foregoing vehicles, as well as hospital carriages, and all other vehicles which run through on all occasions, will go through to destination. All vehicles should be released as early as possible on arrival at destination to avoid charges for demurrage. Officers Commanding will be liable for any extra expenditure incurred, when this is due to non-compliance with these instructions. In the case of special trains an allowance of six hours' day light shall be given for loading and unloading respectively, any time taken in excess being paid for at the rate of 2 annas per vehicle per hour. In other cases the usual public allowance will be given and the charges levied from the public will be made on all time taken in excess of the allowance.

Provision, exchange, loading, and release of vehicles conveying troops.

The military authorities will be responsible for and perform all loading and unloading at their own cost.

172. The arrangement of vehicles on troop extra trains will be decided by the railway authorities in concert with the despatching officer, and once made over cannot be interfered with; but the despatching officer should point out in writing any irregularities in respect of the fittings or types of vehicles, position of ammunition vans, etc. The despatching officer will be responsible that the vehicles are properly filled, and will not be interfered with by the railway officials so long as the carrying capacity of any vehicle is not exceeded.

Marshalling and loading of troop extra trains.

Time table
for troop
extra trains.

173. When a troop extra train is requisitioned the traffic manager will be given full information as to the desired hour and date of departure from original station, halts required *en route* and their duration, and time of arrival at destination. to admit of his arranging the time table. No departure from this time table is permissible without the consent of the railway authorities concerned.

Railway
warrant
form.

174. All military passengers not drawing travelling allowances, will be booked on I. A. F. T1707 which will be completed as therein directed, and exchanged at the booking office for a ticket. Except by troop extra trains, separate warrants must be issued for chargers, the number and date of the officer's personal warrant being noted thereon for audit purposes.

Alteration of
warrants.

175. Warrants should ordinarily only be altered under the signature of the issuing officers, but where this is impossible, the O. C. the troops should make the required alteration, and report their nature, and the reasons for the same, to the issuing officer for correction of the counterfoil warrant, and communication to the E. M. Accts.

Conveyance
of private
horses with
troops.

176. When officers take more than the authorized number of horses, they will be entered on the warrant, and the amount payable will be the difference between that chargeable to the State for the government animals, and the total amount claimable for the whole number. The O. C. the troops will collect the amount due from the individuals concerned and pay the railway before departure.

Time bill for
parties.

177. Each party despatched must be furnished with a time bill of their journey, on I. A. F. T1721, which should ordinarily be adhered to. Any necessary deviation therefrom must be endorsed on the bill by the individual authorizing it, and communicated to any rest camps at which the party will halt, also to the authorities at destination.

Notice of
despatch.

178. Despatching officers will be responsible that 48 hours' previous notice of the intended despatch of parties exceeding ten in number, or of animals, ammunition, treasure, or stores, is sent, if possible, to staff officers (or individuals in charge of rest camps not located in military stations) at (1) all intermediate halting stages, (2) any intermediate station to which booked for onward despatch, and (3) at final destination, to admit of arrangements being made for their reception, and onward progress if necessary. This notice should ordinarily be sent by post on I. A. F. T1710, but if time will not admit of this, then by telegraph. The departure of a troop extra train must also be reported by telegraph from stage to stage.

Watering and
detrainment
of animals,
etc.

179. When necessary an officer, and a N. C. officer, should precede mounted troops to arrange for the watering of the animals *en route*. Before despatching animals and ordnance it should also be ascertained whether facilities exist, or will be provided, for their entrainment and detrainment.

180. Pakhali bullocks may accompany a unit moving by rail into camp, or when their conveyance would be more con-

venient or less expensive than the procedure prescribed in A. R. I., Vol. II.

181. All ranks should be warned of the heavy responsibility they incur by any interference with traffic arrangements, and that it is incumbent on them to co-operate with the railway authorities, and conform to the railway rules. Adherence to railway rules.

Soldiers' dogs, etc.

182. Soldiers' dogs or other animals, and birds, are conveyed at the rates and under the conditions prescribed in Appx. V. Dogs, birds, etc.

Baggage rules.

183. By ordinary trains, railways carry free of charge, exclusive of arms and accoutrements taken into the carriages, 20 seers of baggage for each contract passenger and the ordinary free allowance for each tariff passenger when these are booked on warrants and paid for at the contract or the tariff rate as the case may be, the deduction being calculated on the actual number of seats paid for. When contract and tariff rate passengers are conveyed in vehicles at the vehicle rate an all round allowance of 20 seers of baggage per individual travelling will be allowed free. In the case of troop extra trains one brake-van is allowed free for the conveyance of baggage provided that in all cases the minimum number of 16 vehicles is paid for. On the Darjeeling-Himalayan Railway, no free allowance is given in movement of troop trains. Free baggage allowance.

184. Special wagons should not ordinarily be requisitioned for the baggage of military passengers travelling by ordinary trains, which should be weighed and taken over by the railway authorities in the same manner as the baggage of private passengers. For such baggage, Government will be charged at $\frac{1}{3}$ rd pie per maund per mile (or the vehicle mileage rate—see Appx. V—whichever is cheaper) for the regulation scale, less the free allowance, while the individual travelling must pay at the time of booking for all excess baggage. In cases where the total amount to be carried exceeds 162 maunds, a special wagon should be invariably ordered and all charges in connection therewith adjusted in the manner laid down in paragraph 185. Baggage despatched by ordinary train.

185. When troops are to be conveyed by troop extra train, the despatching officers should inform the railway authorities of the total amount of public and private baggage to accompany them. The railway will supply the wagons and brake-vans to carry the full amount, each vehicle being calculated to carry three-fourths its marked capacity. The O. C. the troops will be responsible that the vehicles are not only packed with not less than this minimum load, but that as much baggage as possible, within the maximum weight is loaded therein. Any liability accruing from the non-compliance with these instructions will not be accepted by the State. Payment will be made at the vehicle mileage rate (see Baggage despatched by troop extra train.

Appx. V) for all baggage, stores, equipments, etc., so conveyed. The total charges will be paid by government who will adjust them in the following manner:---

- (a) Government will pay for the regulation amount, less the free allowance, if any;
- (b) The O. C. the troops will pay for all excess baggage;
- (c) The O. C. the troops will pay for any extra vehicles supplied in consequence of the above orders not being complied with.

The amounts due, or the number of vehicles supplied on account of (b) and (c) must be entered on the warrant and officers concerned will satisfy themselves before departure of the train that the entries made thereon are correct to avoid unnecessary references on the subject being made by the M. A. Department.

Carriage of dangerous, offensive, or valuable goods.

186. All ranks are warned of the prohibition against baggage containing dangerous or offensive goods, any breach of which is punishable by a fine which may extend to Rs500, in addition to the individual being held responsible for any loss, injury, or damage, caused thereby, and commanding officers will be held responsible that such articles are not packed in kits. All baggage containing money or other valuable property must, if valued at over Rs100, be specially booked and insured, otherwise the railway will not accept responsibility. Detailed information as to the articles included in the above classes may be obtained at any railway station.

Losses of baggage, etc.

187. In all cases of the loss of government or other property in transit by rail, the O. C. troops is responsible that a thorough investigation is at once made, and the result reported to the local staff officer for further necessary action. Soldiers travelling by ordinary train should be warned not to deliver up their ticket until they have taken over their baggage. Should any baggage be missing the person in charge of the party or individual concerned will at once report the fact to the station master, endorse the ticket with a note of the deficient baggage before handing it over, and obtain from the station master a signed copy of the ticket and endorsement. The matter should then be reported to the O. C., who will be responsible for taking all necessary action with the railway authorities to recover the property or obtain compensation in lieu. If not satisfactorily settled within a reasonable period, the matter should be referred to two arbiters, one nominated by the O. C. and the other by the local railway authorities, and if these cannot agree the case may be referred to a third arbiter, whose decision will be final. If the matter cannot be settled locally in the above manner, a reference should be made to Divl. Hd. Qrs.

Troops not to be separated from kits and bedding.

188. Troops will not be separated from their kits and bedding, except in the case of large bodies moving for direct embarkation to ports or *vice versa*, when the heavy baggage may be despatched, under escort, in advance by a special

Rest camps.

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baggage train. During the winter months the men should always take their blankets with them in the carriages. Baggage likely to be required *en route* should be stowed so as to be readily accessible.

189. In troop extra trains padlocks and keys for securing the doors of the baggage wagons on both sides will be handed over by the railway authorities to the O. C., who is responsible for the safe custody of the baggage *en route*, and for the return of the padlocks and keys to the station master at destination. Receipts will be obtained on all occasions of the transfer of the padlocks and keys. Should, however, the railway detach, or in any way assume charge of the contents of a wagon, they become responsible, but the keys will be retained by the O. C.

Responsi-
bility for
baggage
in troop
extra trains.

190. At stations in the Presidency Bde., Keamari, and at the Sassoon dock, Bombay, at all seasons; and in other cases when the O. C. the station may, on the advice of the medical authorities, consider it necessary, coolies may be supplied, on application to the S. and T. corps, to load or unload British soldiers' baggage on and from trains, vessels, or bullock trains. The baggage of invalids and families of British soldiers will always be loaded or unloaded by coolies.

Coolies for
loading or
unloading
baggage.

Rest camps.

191. Rest camps or barracks at which troops travelling by rail may rest, and be rationed, are equipped with S. and T., medical, cooking, and conservancy establishments, also a coffee shop if possible. They may be opened annually at the following places, between such dates as the Divl. Comdr. concerned may decide:—

Rawal Pindi, Kalka, Jhansi, Bareilly.

NOTE.—In all other cases small parties should, if possible, be attached to units in garrison during any temporary halt, but a Divl. Comdr. may, under his financial powers, authorize the temporary establishment of rest camps at other places whenever exceptional circumstances render this necessary.

192. A rest camp is under the O.C. the station, or, if not located at a military station, the O. C. the nearest station. The transport officer or rest camp sergeant in charge will conduct all parties from and to the railway station, and will be responsible for the cleanliness, sanitation, and good order of the camp, and for the care of all government property therein; for the prevention of fire, and for restricting the sale of undesirable articles; for the exclusion of all persons without passes; and for the immediate recovery of the value of any wilful damage done to government property from the detachment concerned. Also for the submission by the troops concerned of arrival and departure reports on I. A. F. T1708, for which he will supply the required forms. He is also responsible that all parties are warned, as soon as possible, of the hour of their onward despatch; and that due notice is given of the strength of parties proceeding to other rest camps, and of the time at which they may be expected, so as to admit of

General rest
camp orders.

the required rations and carriage being provided, and of a meal being prepared, before their arrival. The O. C. the station should draw up such standing orders dealing with these and other matters, including the rationing of the camp, as will meet local conditions. These should be communicated to all ranks using the camp. Officers accompanying troops need not report themselves personally to the O. C. the station.

Conveyance
of details,
and baggage
to and from
rest camps.

193. On receipt of notice of the arrival of troops, the S. S. O., or the rest camp sergeant when the rest camp is not located in a military station, will obtain such carriage as may be required to convey the families and invalids, and the public baggage of the troops, between the railway station and the rest camp, on arrival and departure.

Refreshments.

Refreshments
for indivi-
duals and
small parties.

194. Soldiers and their families travelling alone or in small parties not under the command of an officer will, if the men are in uniform, be supplied, on application at second class refreshment rooms, with refreshments on payment at the following rates. To ensure the meals being ready, despatching officers will give the refreshment contractors concerned as much previous notice as possible if the party exceeds twenty, and at least 48 hours' notice if it exceeds ten. For parties below ten, the men should intimate their requirements to the guard of the train in order that notice may be given by telegraph—

- | | |
|---|----------|
| (i) For a standard meal consisting of a plate of meat, half a loaf of bread, and a pint of tea or coffee | 6 annas |
| except on the Burma railway where a plate of curry and rice is also given and the charge is | 8 " |
| or | |
| for a plate of meat and half a loaf of bread | 4 " |
| for a pint of tea or coffee | 2 " |
| or | |
| a cup of tea or coffee | 1 anna. |
| (ii) One pint of beer for each man and woman may also be obtained on payment at the following rates :— | |
| for draught beer | 4 annas. |
| or where draught beer is not kept, one pint bottle of beer | 6 " |
| (iii) At all refreshment rooms controlled by Messrs. Kellner & Co., a hot breakfast or dinner, if preferred to the standard meal and the individuals concerned pay the extra charge, will be supplied at twelve annas a meal. Aerated waters are also supplied at the following rates per bottle :— | |
| Soda 1 anna ; Lemonade or Gingerade 2 annas ; | |
| with ice 6 pies extra. | |

The intimation of requirements should separately state how many, (1) standard meals with or without tea or coffee, (2) pints of beer, and (3) hot breakfast or dinners (in the cases of Messrs. Kellner's refreshment rooms only), are required.

Liquor for
large bodies.

195. When large bodies of troops travel, the officer in command may permit the men to obtain a moderate amount of liquor from the railway refreshment rooms on payment, but will be responsible that such issues are properly supervised and carried out in perfect order.

196. In all movements of units or detachments by troop extra train the O. C. should issue such instructions for their entrainment, the preservation of order *en route* particularly during halts, and detrainment, as will meet the actual conditions of the movement. These instructions should follow the rules contained in the K.R. and F.S. Regs., as far as possible.

197. Before the train starts all vehicles should be examined, in company with a railway official, to ascertain what fittings, etc., are deficient, that the offside doors of passenger vehicles are locked, and that the doors of wagons conveying animals are securely fastened. On arrival at destination the vehicles will be re-examined in the same manner, any damages discovered which are due to culpable negligence being assessed by the railway and paid for on the spot by the O.C.

TRANSPORT BY ROAD.

198. When travelling allowances are not admissible, the following is the accommodation authorized for all ranks moving by road. See also Appx. VI.

Horse or tonga dak. (c)	Jhampan, chair, doulie or palkee dak.	Camel, mule or pony riding dak.	Ekkas or tum-tums.	Bullock train carts (two-wheeled).	Country carts with two bullocks or their equivalent.
C-in-C. Army Comdr. Major or brigadier general. Colonel, lieutenant colonel, major or lady nurse. Other British officers, departmental warrant officers, native aides-de camp and clerks and draughtsmen of Army and Northern or Southern Army Hd. Qrs., not drawing travelling allowances.	Discretionary. Discretionary, subject to tour grant not being exceeded. A whole carriage. Two seats (a)	One, with two coolies for baggage, or a baggage animal in lieu if not more expensive.	One for person. If travelling singly one per cart, otherwise al conveyance, two per cart. Also one cart for British officer or native aide-de-camp for servants and baggage.	Three carts. (d) Two carts. (d), (f)	

Road accommodation.

Road accommodation.

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British soldiers	One seat, only admissible when unfit to proceed by other modes of conveyance.	One with coolies for authorized baggage.	See Appx. VI	One seat each, or three men per cart. (b), (c).	
Native officers and hospital assistants. Other Native soldiers.	..	..	..	If travelling singly, one per cart, otherwise two per cart. (g) One seat each, or four men per cart. (b)	
Families of British soldiers.	When carts cannot be used. Each woman with not more than one child under four years; one jhampan, etc., with six coolies. (8 coolies in hills north of Kalka) Each child over 12; one or two children between 8 and 12; or one, two or three children under 8 years; one jhampan, etc., with four coolies.	..		(b) One cart per family if husband accompanies, otherwise one cart per three adults.	(b) One cart per two adults (per three adults between Abu Road and Mount Abu).
Families of Native officers and hospital assistants.	..	..	.	1/2 cart each where two families travel together, and a whole cart for a family travelling separately. (g) ..	..
Nepalese families of Gurkha regiments serving in Assam when moving in relief.	..	..	..		One cart per two families.

- (a) Previous notice should, if possible, be given to the dak company to enable them to allot the required seats in the ordinary or mail conveyances, but when they cannot be so allotted and the warrant is endorsed to that effect by the dak company's agent a whole carriage may be supplied.
- (b) When passengers are not booked by seats, whole carts will be engaged even if they can only be partially filled.
- (c) Troops sent by bullock train are to be provisioned for the journey, or given an advance to meet their expenses, and should be warned to safeguard their arms and baggage *en route*.
- (d) When moving on inspection duty the O. C., Assam Bde, and his staff officer are allowed three carts only between Dinapur and Manipur, and 48 coolies between Manipur and Sliohar.
- (e) Phantoms may be used by the G. O.C., 8th Division, and his staff, when moving on inspection duty.
- (f) Lady nurses, one cart.
- (g) Whenever bullock carts are not available, the cheapest means of conveyance locally procurable will be allowed.

Marches.

General Instructions.

General
rules.

199. Movements must be carried out by the authorized routes and by the prescribed stages, and no deviation therefrom should be made save in exceptional circumstances which should, with the consequent changes, be reported to the Divl. Comdr. and all others concerned. The hour at which marches should commence will be dictated by circumstances, and halts should ordinarily be made on Sundays.

Road move-
ment re-
ports.

200. In addition to the movement reports rendered under para. 10, the O. C. a unit or detachment exceeding 50 men moving by road should, when approaching any military station, or a station occupied by the Nizam's troops commanded by European officers, give, by means of I. A. F. T1708, the local staff officer two days notice of the arrival of the party, and also furnish him with a marching in report on the same form on arrival.

Any special occurrences or other matters which the O. C. may wish to bring to notice for correction of the Route book, etc., should be reported by letter to the Divl. Comdr. concerned.

Notices of
movements.

201. The G. O. C. the ^{division}brigade from which troops originally move will send a copy of their itinerary to the G. O. C. at destination, and of each brigade to be passed through, for publication in ^{division}~~brigade~~ orders. Any changes made *en route* should be communicated by the O. C. the troops to those concerned.

Miscella-
neous
reports.

202. Assistant surgeons in medical charge of detachments will report to the S. M. O. of each station they pass through, the strength of the detachment, with the number of sick and their ailments. When native officers or N. C. officers are in command of parties they will report personally to the S. S. O. of each station *en route*, who will prepare and despatch any necessary movement reports.

Department-
al officers to
be informed

203. The Divl. and Bde. Comdr., and the O. C. the station, will be responsible that all orders for the movements of troops received or issued by them, are communicated to their departmental and other officers concerned.

Duties in connection with the civil authorities.

Care of
encamping
grounds.

204. The civil authorities are responsible for the maintenance in good order of all established encamping grounds outside cantonments, and whenever movements are ordered the Bde. Comdr. will intimate to the civil officers concerned (see Route books), the routes which will be used in order that the wells, etc., may be thoroughly cleaned beforehand.

Notice to
civil author-
ities.

205. On receipt of final movement orders the O. C. the troops must communicate to each civil or political officer *en route* (see Route books), an itinerary of the march through their jurisdiction, the strength of the party, and the probable

date of arrival at ferries or other points where special assistance is required from the civil authorities. The notice should request that a police officer or durbar official may be detailed to accompany the force, and that steps be taken to prevent the irregular sale of liquor to the troops on or near the route.

206. This police officer or durbar official is attached to the troops to settle, in communication with the O. C., all disputes with the inhabitants, or with any transport establishments engaged by the civil authorities; to arrange that, in addition to the usual military precautions, proper measures are taken by the local officials to prevent theft and the irregular sale of liquor; and to act generally as the medium of communication between the O. C. and the subordinate native officials and inhabitants. To prevent misunderstanding he should furnish the O. C. with a copy of the local rules defining the extent to which the guarding of military encampments devolves upon the local police. The O. C. will not interfere with or exercise any authority over him in the performance of his duties, but should report any neglect or inattention on his part to the district civil officer concerned.

Duties of police officer or durbar official.

207. Should irregularities committed by the troops not be discovered until after they have marched, the local civil authorities should send a full report of the occurrence to the O. C. the next military station on the route, who will be responsible that the matter is fully investigated and suitably disposed of.

Reports of irregularities.

Duties on the line of march.

208. The O. C. the troops is responsible that the strictest discipline is maintained, and that all possible precautions are taken to prevent damage to trees, crops, telegraph wires and posts; trespass in government forests or private enclosures; or irregularities of any kind. Any assistance required from the inhabitants should ordinarily be obtained through the medium of the civil authorities, and paid for at local rates.

Responsibilities of O. C.

209. The order of march will be decided by the O. C., but advance baggage and rear-guards should usually be detailed in the case of large parties, the former to clear the route for the main body, and the latter to bring all stragglers and delayed carriage into camp. An advance party, commanded by an officer if possible, should usually precede a unit to demarcate each encampment, and see to the watering arrangements, etc., before the main body arrives. When families accompany the troops, a separate encampment should be arranged for them.

Order of march.

210. Troops are forbidden to enter foreign territory without the previous sanction of the C-in-C., and the receipt of permission to do so from the Governor of the settlement, the latter being applied for direct by the O. C.

Marches through foreign territory.

211. Whenever troops are supplied with boats or other assistance for crossing rivers or nullahs, the O. C. will give the person furnishing the same a certificate showing in detail the nature of the assistance rendered, and the time engaged.

Assistance in crossing rivers, etc.

Any reasonable charge preferred on this certificate will be settled by the district civil officer, and adjusted by book debit to the M. D.

Damage to crops, trees, etc., during ordinary marches.

212. Encampment upon or movement over cultivated land must be avoided as far as possible. Any damage done by troops and their followers on the march will be assessed in concert with the local or attached civil officer, and paid at once by the O. C. Any portion of the charge attributable to damage done by other than government animals and establishments must be recovered by the S. and T. corps from the contractor or owner; that debitable to the State, on being passed by the competent financial authority, will be recovered from the Divl. S. and T. officer of the division in which it arose.

Damage to crops during manœuvres.

213. The damage done to crops during manœuvres will be recorded and assessed entirely by the civil authorities, who will inform the G. O. C. of the force periodically of the progress of the assessment, to give him an opportunity of raising any objections thereto at the time. When the assessment is complete, a detailed statement of the compensation awarded and of any expenditure incurred on temporary establishments specially engaged for the work, will be presented to the G. O. C. the force, and at once settled by him from his manœuvres grant.

Dak bungalow and serai fees.

214. All soldiers using dak bungalows or serais must pay the usual fees. Those paid by British and native soldiers travelling on duty, and not in receipt of travelling, tentage, or accommodation allowances, may be recovered.

General camp rules.

215. The sanitary and other rules to be observed in encampments are detailed in the Peace Encampment Regs., India.

Outbreak of infectious disease.

216. In marching through tracts where infectious disease may be prevalent, such sanitary and other precautions as the medical officer considers necessary must be carefully observed, and in no circumstances should troops be encamped on ground where cholera has recently shown itself. In the event of an outbreak of any infectious disease during a march, the party should ordinarily halt at once, and take such immediate measures to check the spread of the disease as the medical officer may consider desirable. A telegraphic report should be made to the O. C. the Bde. in which the party is marching, who will, in consultation with the Bde. or Divl. P. M. O., issue such instructions as circumstances may dictate, and report the action taken to the Divl. Comdr. While the sickness lasts the O. C. will send daily reports, by telegraph, if possible, to the divisional and brigade P. M. O., or in the case of cholera as laid down in A. R. I., Vol. VI. These reports should give the names of any British officers attacked.

Carriage.

General rules.

217. Immediately a corps or detachment receives its final movement orders, separate requisitions on I. A. F. Z2150 for the public and private carriage required, should be sent to the

local S. and T. officer. The indents will be complied with by the S. and T. corps, either by the supply of Government transport, contract carriage, or hired carriage obtained by requisition from the local civil authorities. When the aid of the civil authorities is required the rules in Appx. VII will be followed.

218. Where there is no representative of the S. and T. corps, if sufficient government transport is available under the orders of the O. C. the station to meet requirements, the requisitions may be submitted to and dealt with by him, otherwise they will be sent to the nearest S. and T. officer, who will either provide, or authorize the O. C. the unit to arrange direct with the local civil authorities for the required hired carriage. Batta drawing units should ordinarily make their own arrangements for the supply of the carriage required for other than government property, but may indent for such carriage on payment under the above rules. Requisition at outstations, or from batta drawing units.

219. The O. C. will be responsible that animals are not overladen nor ill-treated, and that on arrival at destination or an exchanging station all carriage is released as early as possible. Animals must always be unloaded when crossing rivers in boats. Hired transport establishments not being amenable to military discipline, any serious misbehaviour on their part must be dealt with in communication with the civil authorities. Care of transport

220. The S. and T. corps will adjust all charges on account of public and private carriage supplied under these rules, a valuation statement being submitted to the O. C. at the end of the march for the private carriage supplied. Adjustment of transport charges.

221. Native ranks enrolled in units of the late Madras army before the 1st October 1901, whose families are recognized by government and permitted to reside in the regimental lines, are entitled, when their corps marches in relief and families are permitted to accompany it, to draw the difference between the carriage rates in force on or about the 1st November 1859, and those actually prevailing at the time of movement, for the following scale of family conveyance:— Cart hire

Each native officer	1 cart.
Each hospital assistant, havildar, dafadar, bugle, drum, fife, and farrier major	$\frac{1}{2}$..
Each naik, farrier, and drummer	$\frac{1}{2}$..
Each sepoy, sowar, lascar, pakhali, and recruit or pension boy	$\frac{1}{4}$..

Supplies.

222. The rationing of British soldiers and government animals, and the supply on payment to officers of British corps of any articles of rations required, on the march, devolve upon the S. and T. corps, and will be met either by contract arrangements, or by requisition on the civil or other authorities concerned, S. and T. subordinates being attached to receive and issue the supplies. The supply arrangements for native troops and followers devolve upon the O. C. the unit, and will General system of supply.

ordinarily be met by requisition on the civil or other authorities concerned. Only one requisition need be submitted for British troops and their native followers, or for native corps equipped with government animals, being prepared conjointly by the S. and T. officer and the O. C.

Requisitions and losses.

223. Requisitions on I. A. F. S1526 for the supplies required at each stage, should ordinarily reach the district civil officer concerned (see Route books), or in the case of cantonments the S. S. O. who will make all arrangements (in conjunction with the cantonment magistrate where there is one), at least a fortnight before the supplies are required. The requisition form enumerates the articles which can alone be demanded, any other articles must be arranged for privately. Any changes in dates, routes, or in the requisition, that may subsequently prove necessary, should be forthwith communicated to those concerned. Losses caused by such changes will only be borne by the State when the competent financial authority is satisfied that they were unavoidable. Those due to excessive estimates must be met by the corps.

Taking over supplies, etc.

224. Each district civil officer will detail a civil official to join every large body of troops marching together, the day before it arrives in his district, to assist the O. C. in all supply matters. This officer should generally precede the party daily to ensure the supplies being in readiness at the next stage, and will obtain and furnish the O. C. on arrival with copies of the local price current. When shops are, or can be, established on or near the encamping ground, the shopkeepers or contractors will retail the supplies to the troops or their agents. Where no shops can be arranged for, and in all cases where articles are required which are not ordinarily kept in stock (such as sheep, fowls, or eggs), or which are quickly perishable (such as milk), the civil authorities will themselves purchase the supplies as most convenient, convey them to the encamping ground, and there hand them over in bulk to the O. C. with a bill for the total amount due at local rates and any conveyance expenses. The O. C. will at once settle this bill, arrange for the retail issue, and for the subsequent disposal of any surplus.

Rejection of supplies.

225. The advance party referred to in para. 209 may, however, be authorised, in conjunction with the local supply official, to inspect and take over beforehand the supplies demanded, when the retail issue by shopkeepers is impracticable, but must not be given power to reject supplies. Supplies may only be rejected by a committee of British officers in British corps, or of native officers, superintended by a British officer, in native corps, and their report thereon should be communicated to the district civil officer.

Irregular practices, complaints, and settlement of claims.

226. The O. C. will be held responsible that whenever any article is taken without payment, or when *dasturi* is exacted the responsible person is severely dealt with. He will cause the officer of the day to frequently visit the bazaar, to see that the guard or police which should be posted thereon are doing their duty, and that no irregularities are permitted. Th-

O. C. will take care that he is readily accessible to any civil official or inhabitant who may be desirous of lodging a complaint. The civil supply official should report to the O. C. each evening whether any claims remain unsettled, and if so the latter will personally see to their immediate settlement. The civil official should endorse all receipts given for payments made, and the O. C. should not accept receipts unless so endorsed.

227. Individuals or small parties will ordinarily purchase their own supplies from bazaars. If any assistance is required they will apply to the local police officer. Individuals and small parties.

Tolls.

228. Under the Indian Tolls (Army) Act II of 1901, which applies to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas, and the Pargana of Spiti— Exemptions from tolls.

- (a) all officers and soldiers of His Majesty's Regular Forces, and local corps, or Imperial Service Troops, when on duty or on the march,
- (b) all members of a corps of volunteers when on duty, or when proceeding to or returning from duty,
- (c) all officers and soldiers of the Indian Reserve Forces when proceeding from their place of residence on being called out for training or service, or when proceeding back to their place of residence after such training or service,
- (d) all grass-cutters when employed in the service of His Majesty's Regular Forces, any local corps, Imperial Service Troops, or any corps of volunteers,
- (e) all other authorized followers of His Majesty's Regular Forces, any local corps, Imperial Service Troops, or any corps of volunteers, when they accompany any body of such forces, troops, or volunteers, or any members of such corps, on the march, or when they are otherwise moving under the orders of military authority,
- (f) all members of the families of officers, soldiers, or authorized followers, of His Majesty's Forces, or any local corps, when accompanying any body of troops, or any officer, soldier, or authorized follower thereof, on duty or on the march.
- (g) all prisoners under military escort,
- (h) the horses and baggage, and the persons (if any), employed in carrying the baggage of any persons exempted under the foregoing clauses, when such horses, baggage, or persons accompany the persons so exempted under the circumstances mentioned in those clauses respectively,

- (i) all carriages and horses belonging to His Majesty, or employed in His Majesty's military service, and all persons in charge of or accompanying the same, when conveying any of the persons above mentioned, or when conveying baggage or stores, or when returning unladen from conveying such persons, baggage, or stores,
 - (j) all carriages and horses, when moving under the orders of military authority for the purpose of being employed in His Majesty's military service,
 - (k) all animals, accompanying any body of troops, which are intended to be slaughtered for food or kept for any purpose connected with the provisioning of such troops,
- and

- (l) all persons in charge of any carriage, horse, or animal exempted under any of the foregoing clauses, respectively, are exempted from the payment of any tolls, on embarking or disembarking, or on being shipped or landed from or upon any landing place; or in passing along or over any turnpike or other road or bridge; or on being carried by means of any ferry, other than a railway ferry. But boats, barges, or other vessels employed in conveying the above persons or property along any canal will pay the usual tolls.

Any vessel employed by the government solely for the transport of troops; or the horses, baggage or other effects of any troops embarking or disembarking at any port; or carriages belonging to His Majesty or employed in His Majesty's military service embarking or disembarking at any port; are also exempt from tolls levied by any local authority.

Officers not in uniform need only furnish the toll-keeper in writing with their names, rank, and nature of the duty on which travelling, but in all other cases unless the individual is in uniform, or followers, horses, baggage, carriages, and slaughter animals are accompanying individuals in uniform, exemption from tolls will only be admitted on the presentation of a pass (I. A. F. Z 2114) to the toll authorities.

NOTE.—“Horses” includes mules and beasts of any description used for burden, draught, or the conveyance of individuals.

Appendix I.

*Classification of British N. C. officers and men for travelling,
 arranged alphabetically.*

Class I (Class 16, Army Allowance Regs.).

Acting sergeant major, volunteer corps.	*Quartermaster sergeant.
Master gunner, 3rd class.	Troop deck sergeant.

Class II (Class 17, Army Allowance Regs.).

*Battery, squadron or company sergeant major or quartermaster sergeant.	Sergeant employed in an Indian department eligible for promotion to departmental warrant rank.
*Colour sergeant.	Staff sergeant.
1st class sergeant instructor, volunteer corps.	

Class III (Class 18, Army Allowance Regs.).

2nd class sergeant instructor, volunteer corps.	Sergeant of the Indian U. L., ineligible for promotion to departmental warrant rank.
Sergeant major and drill instructor, Nair brigade	

Class IV (Class 19, Army Allowance Regs.).

* Sergeant.

Class V (Class 20, Army Allowance Regs.).

All rank and file.

*Including all those holding appointments carrying this rank, See K. R.

Appendix II.

(REFERRED TO IN PARA. 17.)

Extracts from the contracts entered into with the Peninsular and Oriental Steam Navigation Company, having effect from the 1st February 1908 to the 31st January 1915 for the conveyance of the East India, China, and Australia mails.

THE SECOND SCHEDULE.

1. The company shall and will when and so often as they Government or the masters of any steamships of the Company shall be required in writing so to do by the Admiralty, the Secretary of State for India, or the Secretary of State for the Colonies, or by any officers or agents acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive, provide, for victual, and convey to from, and between any of the ports or places to, from, and between which any of the said steamships are to proceed in the performance of this Agreement or otherwise (in addition to any officers of the Post Office employed in connection with the mails conveyed, or to be conveyed under this Agreement).—

(a) Any number of naval, military, or civil officers in the service of His Majesty, not exceeding eight in any one ship, with or without their wives and

children, as chief cabin or first class cabin passengers (together with their servants, male and female, who are to have the same accommodation as that provided for the servants of other passengers, or of officers of the Company).

(b) Any number of warrant officers, or non-commissioned officers, Class XVI of the Army warrant officers or colour sergeants of the Royal Marines, chief petty officers of the Royal Navy, or artificers in His Majesty's Dockyards, not exceeding four in any one ship, with or without their wives and children, as fore cabin or second class passengers and

(c) Any number of seamen, marines, or soldiers, not exceeding 10 in any one ship, with or without their wives and children as third class passengers, to be always provided with proper accommodation below deck.

Their accom-
modation.

2. (1) The passengers who shall be conveyed in pursuance of the last preceding Clause (who are hereinafter designated "Government passengers") with their families shall be treated in no respect whether as regards food, cabin, or other accommodation, or aught else, in a way inferior to that in which ordinary passengers of the same class are treated, or to that required by the regulations of His Majesty's Transport Service. The messing of the second class and the victualling of the third class naval adult passengers shall include in each day one half gill of spirits, or a suitable substitute for abstainers.

(2) The several classes of passengers conveyed as aforesaid shall mess in separate places, and medical attendance, medicine, and medical comforts, mess-utensils, and fittings, cooking utensils articles, for table use, and mess-places, fuel, lights, requisite articles of bedding, and all other necessities shall be provided for them in like manner as for ordinary passengers of the like classes respectively.

Passage
money.

3. The passage money for Government passengers and their families and servants, respectively, shall, unless otherwise agreed between the Admiralty, the Secretary of State for India, or the Secretary of State for the Colonies, and the Company, be the same as that charged by the Company for ordinary passengers of the same class and shall include all the particulars mentioned in the last preceding Clause and, if and whenever any alteration of rates for ordinary passengers shall be made by the Company, the Admiralty and the Secretaries of State for India and the Colonies shall be immediately apprised of such alteration.

Returns to be
furnished.

4. Returns of the embarkation and disembarkation of all Government passengers shall be furnished to the Director of Transports immediately after the departure and arrival of each ship.

Payments
how made.

5. Payments for passage money for Government passengers shall be applied for by invoices according to a form to

be obtained from the office of the Director of Transports, and shall be made only upon such applications and upon the production of the orders for the passage together with a certificate under the hand of the commanding officer, specifying the number of the third-class passengers (men, women, and children) conveyed, with the ages and sexes of the latter, and stating the periods during which they have been respectively regularly supplied with provisions while on board, and also a certificate under the hand of each first and second class passenger of his or her having been landed at the place of destination, and of his or her having been properly accommodated and messed during the voyage, and specifying the dates from and to which they were so messed, computed from the first to the last dinner meal.

6. The Company shall convey for every Government passenger, free of charge, the quantity of baggage (whether such quantity shall be estimated or ascertained by bulk or weight) to which he is entitled under the Government Regulations for the time being in force, and freight shall be payable for any extra baggage of a Government passenger after the same rate as the freight payable according to the regulations of the Company for the time being, for extra baggage of an ordinary passenger of the same class, but the same must be paid by the passengers themselves. Baggage.

7. The passage money for the wives, families, and servants of commissioned and civil officers when not ordered to be conveyed at the public expense, shall be paid to the Company by the officers themselves. Wives and families.

8. In all cases where an officer in the naval, military, or civil service, of His Majesty who may not be entitled to a passage at the public expense shall require a passage on board any of the Company's steamships, the Company shall be bound to provide, when they have room in such ship, a passage for such officer in preference to any non-official passenger not already booked, and shall charge no higher rate for such passage than is chargeable for an ordinary passenger. Officers in His Majesty's Service to have preference to other passengers.

Appendix III.

(Referred to in para. 123.)

Scale of canteen stores to be shipped for 1,000 British troops proceeding to or from the U. K. or the Colonies in R. I. M. vessels.

Articles.	Quantity.	Articles.	Quantity.
Bacon	200 lbs.	Pipes, clay, with covers . . .	360
Biscuits, lunch	1,344 "	Playing cards, packs . . .	36
" household	672 "	Rabbits, boiled (2-1½ tins) . .	72 tins.
Bloater paste	720 tins.	Salmon (small tins) . . .	200 "
Bovril (2-oz. bottles)	60 botts.	Salt, table	60 pkts.
Brawn (1-lb. tins)	400 tins.	Sardines (small tins) . . .	300 tins.
Butter (1-lb. tins)	300 "	Sauce (large bottles) . . .	60
" (½-lb. tins)	700 "	Sauce (small bottles) . . .	432
Cigarettes (" Old Gold," packets of 10)	5,000 pkts.	Sausages (1-lb. tins) . . .	72 tins.
Cigars (boxes of 100)	15 boxes.	Seidlitz powders	720
Cheese	800 lbs.	Sherbet (in bottles) . . .	56 lbs.
Chocolate, cream	50 "	Soap, assorted	72 cakes.
Cocoa, Fry's (½-lb. tins) . . .	150 tins.	Soap, "Sunlight"	100 bars.
Cocoa and milk (1-lb. tins) . .	150 "	Stationery (A. and N. pac- kets)	36 pkts.
Coffee (½-pt. botts.)	100 botts.	Sweets	50 lbs.
Condensed milk (1-lb. tins) . .	500 tins.	Tea	20 "
Corned beef (1-lb. tins) . . .	400 "	Tobacco, plug (½-lb. sticks) .	400 "
Eno's Fruit Salt	60 botts.	Tobacco (Capstan, Navy Cut), mild (½-lb. tins) . . .	100 tins.
Golden Syrup	100 tins.	Tobacco (Capstan, Navy Cut, medium (½-lb. tins) . .	30 "
Haddock, Finton	250 "	Tobacco (Capstan, Navy Cut), strong (½ lb. tins) . .	30 "
Ham and tongue (potted- meat)	720 "	Tongues, lunch	72 "
Herrings, fresh (1-lb. tins) . .	300 "	Tooth powder (small tins) . .	36 "
Herrings, kippered	150 "	Vinegar, quarts	72 botts.
Herrings, red	4,000 "	<i>For use in canteen.</i>	
Ink	24 botts.	Butter paper	3 reams.
Jam (1-lb. tins)	3,000 tins.	Tin openers	3
Jam (½-lb. tins)	500 "	Scales, weighing up to 10-lbs.	1 pair.
Marmalade (1-lb. tins)	200 "	Enamelled drinking pots . .	12
Mellin's Food	12 large botts.	Cheese knife	1
Pencils, lead	36	Wire for cutting cheese . . .	1
Pickles (½-pint botts.)	432 botts.		
Pipes, briar, assorted	72		

Instructions to distinguish bad from good tinned provisions.

Properly closed tins, whose contents have not gone bad, are rather concave (hollow) in their sides, or ends in the case of cylindrical tins. Those that are bad are convex or bulge outwards, and should be rejected or put on one side.

- NOTE 1.—Stores on the above scale, proportionate to the strength embarked, will be purchased by the S. and T. corps, the cost being met by an advance to be obtained from the M. A. Department.
- 2.—The O. C. troops should be furnished with an invoice of the stores shipped and their cost price. The selling price should be fixed at about 12 per cent. above the cost price.
- 3.—A sergeant should be detailed for the charge of the canteen, also an assistant, receiving extra duty pay at two shillings and one shilling per diem respectively, these expenses being met from the receipts.
- 4.—At the end of the voyage the cash balance and stores remaining on hand, together with the accounts complete, should be made over to the commander of the vessel for delivery to the authorities by whom the stores were purchased in India. If, however, troops are embarked for the return voyage any stores on hand should be made over to the O. C. troops for sale.
- 5.—The O. C. troops will be responsible that no portion of the canteen fund is utilized for other purposes until the full amount required to pay or the whole of the stores shipped is in hand.

Appendix IV.

Dimensions and weights of artillery equipment.

Carrriages.	EXTERNAL DIMENSIONS.			Weight.
	Length.	Breadth.	Height.	
<i>Royal Horse and Field Artillery.</i>	Ft In	Ft In	Ft. In.	Lbs.
Carrriage, field, Q. F., 13-pr., with gun . . .	12 2	6 3	4 11½	2,164
Carrriage, field, Q. F., 13-pr., without gun . . .	12 2	6 3	4 11½	1,479
Carrriage, field, Q. F., 13-pr., limber, with pole . . .	14 0	6 3	4 8	1,386
Wagon, ammunition, Q. F., 13-pr., with jointed pole . . .	8 4	6 3	5 0	1,773
Wagon, ammunition, Q. F., 13-pr., with pole . . .	14 2	6 3	5 0	1,666
Wagon, G. S., with pole without stores . . .	23 0	6 2½	7 0	1,760
Wagon, ammunition, 13 and 18 pr., converted :—				
With 13-pr., ammunition . . .	9 3	6 3	5 0	2,789
With 18-pr., ammunition . . .	9 3	6 3	5 0	2,853
Limber, wagon, ammunition, 13 and 18-pr., Converted :—				
With 13 pr., ammunition . . .	14 2	6 3	5 0	1,671
With 18-pr., ammunition . . .	14 2	6 3	5 0	1,703
Carrriage, field, Q. F., 18-pr., with gun . . .	13 8	6 2	4 11½	2,696
Carrriage, field, Q. F., 18-pr., without gun . . .	12 2	6 3	4 11½	1,692
Carrriage, field, Q. F., 18-pr., limber, with pole . . .	14 2	6 3	4 9	1,642
Wagon, ammunition, Q. F., 18-pr., with jointed pole . . .	8 5	6 3	5 2	2,100
Wagon, ammunition, Q. F., 18-pr., limber, with pole . . .	14 2	6 3	5 2	2,014
Carrriage, field, B. L., 5" howitzer, with howitzer . . .	9 4½	6 2	5 0	2,693
Carrriage, field, B. L., 5" limber, with pole . . .	13 6½	6 2	5 0	2,320
Wagon, ammunition, B. L., 5" howitzer . . .	8 11	6 2	5 0	3,173
Wagon, ammunition, B. L., 5" limber, with pole . . .	13 6½	6 2	5 0	2,330

Appendix IV—*contd.*

Carriages.	EXTERNAL DIMENSIONS.			Weight
	Length.	Breadth.	Height.	
	Ft. In.	Ft. In.	Ft. In.	lbs.
<i>Heavy Artillery.</i>				
Carriage, field, B. L., 30-pr., with gun and ammunition . . .	13 4	6 2	5 0	4,330
Carriage, field, B. L., 30-pr., limber, with pole . . .	13 4½	6 2	5 0	2,961
Wagon, ammunition, B. L., 30-pr. . .	9 2½	6 2	5 0	3,199
Wagon, ammunition, B. L., 30-pr., limber, with pole . . .	13 4½	6 2	5 0	2,961
Carriage, travelling, B. L., 5" converted, I. P., with gun . .	17 3½	6 3½	5 0	8,176
Carriage, travelling, B. L., 5" converted limber, with pole . .	12 10½	6 3½	5 0	2,020
Cart, store, I. P., empty	14 0	6 4	5 0	1,344
Carriage, field, B. L., 4" converted, I. P., with gun . . .	14 6	6 4	5 0	4,571
Carriage, field, B. L., 4" converted, limber, with pole . . .	13 4½	6 2	5 0	2,800
Wagon, ammunition, B. L., 4" converted, I. P., empty . . .	9 2½	6 2	5 0	1,624
Wagon, ammunition, B. L., 4" converted, limber, with pole . .	13 4½	6 2	5 0	2,800
<i>Mountain Artillery.</i>				
Carriage, B. L., 10-pr., without gun . . .	5 1½	3 4	3 0	451
Boxes, ammunition, B. L., 10-pr.—				
Shrapnel, B. L., 10-pr.	2 4½	1 4½	0 6½	119·10
Common " "	1 9	1 5	0 5½	77·12
Star shell " "	1 1	1 0	0 6	41·4
Small stores box	2 4½	1 4	0 7½	85·5
Pioneer rack and tap packed, complete . .	3 7	2 9*	3 4	160·4
				Includes weight of crow bar which is lbs. 20·4.
<i>Siege Artillery.</i>				
Carriage, 6" B. L., howitzer, 25 cwt. with wheels and howitzer .	11 8	6 6	5 3	3,200
Top, carriage, without howitzer . . .	3 11	2 6½	3 2	784
Limber . . .	10 10½	6 7	5 0	1,504
Wagon, forge, Mark II	9 9½	6 4	6 9½	3,196
" " limber, Mark II . . .	13 0	6 4	5 0	1,788
Wagon, store, Mark I .	9 9½	6 4	6 9½	2,703
" " limber, Mark I . . .	13 0	6 4	5 0	1,045
Cart, store, I. P., empty	14 0	6 4	5 0	1,344
" trench (empty)	11 7½	5 4	4 2	1,008

* Breadth taken from outside of tools on one side of saddle to outside of tools on other side.

APPENDIX V.

Schedule of rates chargeable to the Military Department for the conveyance by railway of troops, and their baggage, etc., under military warrant forms and credit notes.

V.—All military stores, the property of government, carried at the vehicle rate shall be at government risk.

VI.—In charging freight on stores, baggage, &c., conveyed and paid for at the small consignment rate, 1st, 2^d, and 3^d pie per maund per mile, fractions of an anna must be excluded from the rate per maund for the distance carried, as well as from the total charge for each consignment, by omitting fractions of less than six, and taking fractions of and over six pie as one anna.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
1	British officers and persons of similar station in life subject to the A. A. or I. A. W.—1st class at contract rates.	Ordinary 2nd class fares.	Four wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 7 annas 6 pies per vehicle per mile.	Ordinary 2nd class fares.	Four wheeled vehicles.—At 3 annas per vehicle per mile. Six wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 5 annas per vehicle per mile.	
2	Others (including British officers and persons of similar station in life proceeding on retirement to their places of residence) not subject to the A. A. or I. A. W.—1st class at tariff rates.	Ordinary 1st class fares.		Ordinary 1st class fares.		

Appx. V.—Railway contract rates.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
3	Warrant officers, native officers and hospital assistants, non-commissioned officers and troops (British and *Native), subject to the A. A. or I. A. W., also European artisans and others—2nd class at contract rates.	(a) Lowest fares* † Ordinary 2nd class fares.	Four wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 7 annas 6 pies per vehicle per mile.	(a) Lowest fares* † Ordinary 2nd class fares.	Four wheeled vehicles.—At 3 annas per vehicle per mile. Six wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 5 annas per vehicle per mile.	* <i>Exceptions.</i> —Native non-commissioned officers and men on duty singly or in small parties not exceeding four in number travel 3rd class. † Fares to be charged at full tariff rates for troops actually supplied
4	British warrant and non-commissioned officers and men proceeding on, or returning from, furlough or leave, otherwise than on medical certificate; British soldiers proceeding to join the telegraph department for employment; and native officers proceeding on, or returning from, furlough, or proceeding on pension—2nd class at tariff rates.					

Appx. V.—Railway contract rates.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
	Children* of above, between 3 and 12 years of age, entitled to 2nd class accommodation at half tariff fares.	Ordinary 2nd class fares.		Ordinary 2nd class fares		*For exceptions, see the remarks against item 3 and the entry under item 5. The families of native non-commissioned officers are entitled to the same class of accommodation as the men themselves.
9	Children of above, under 3 years of age, entitled to 2nd class accommodation.	Free†.	Four wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 7 annas 6 pies per vehicle per mile.	Free†.	Four wheeled vehicles.—At 3 annas per vehicle per mile. Six wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 5 annas per vehicle per mile.	†Space allowed as for half an adult, but no free baggage allowance
10	Wives of native soldiers, not non-commissioned officers, and of native medical pupils, entitled to 3rd class accommodation.	Ordinary 3rd class fares. (a)		Ordinary 3rd class fares. (a)		
	Children of ditto over 12 years.	Free†				
	Children of ditto between 3 and 12 years (half fare).					
	Children of ditto under 3 years.					

Lowest fares (a).		Lowest fares (a).	
11	Public followers entitled to 3rd class accommodation.	Ordinary 3rd class fares. (a)	Four wheeled vehicles.—At 3 annas per vehicle per mile.
12	Private followers entitled to 3rd class accommodation.		Six wheeled vehicles.—At 4 annas 6 pies per vehicle per mile.
13	Wives of public followers entitled to 3rd class accommodation.		Bogie vehicles.—At 5 annas per vehicle per mile.
	Children of public followers over 12 years of age.	Ordinary 2nd class fares.	
	Children of public followers between 3 and 12 years of age (half fare).		† To travel in the same compartment at the next lower fare. (c)
	Children of public followers under 3 years of age.		.....
14	European servants travelling in place of native servants.		
15	European, Eurasian, and native servants in attendance on invalid military passengers producing a medical certificate that attendance on the journey is necessary.		
16	Invalid, hospital and ambulance carriages running with load.		

† One servant only is allowed to each party at the reduced fare, and only on the railways noted in foot-note (b).

(a) When despatched by mail trains the fare to be paid will be the lowest rate at which the public are booked by such trains.
 (b) East Indian. South Indian. Bengal and North-Western, including Rohilkhand and Kumaon (half first class if in first class carriages).
 Outh and Rohilkhand. Deoghur. Tirhoot State Railway. Great Indian Peninsula, including the Indian Midland Section.
 North Western. Jodhpur. Bengal Nagpur. Bombay, Baroda and Central India.
 Burma. Dibru-Sadiya. Southern Mahratta. Bhavnagar-Gondal-Junagadh-Portbandar.
 Eastern Bengal. Nizam's Gujrat State.

(c) On the Madras Railway, including the North-East line, European, Eurasian, and native servants in attendance on invalids are carried in the same compartment of a 1st class carriage on payment of 2nd class fare, and in same compartment of a 2nd class carriage on payment of half of the 2nd class fare. One servant only is allowed to travel with each party at reduced fare.

APPX. V.—Railway contract rates.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
17	Personal baggage in excess of free allowance chargeable to government.	<p>At $\frac{1}{3}$rd pie per maund per mile or vehicle rate (see column 1).</p> <p>At $\frac{1}{3}$rd pie per maund per mile or vehicle rate (see column 6).</p> <p>For wheeled vehicles.—At 4 annas 6 pies per vehicle per mile.</p> <p>For wheeled vehicles.—At 3 annas per vehicle per mile.</p>				
18	Government baggage accompanying passengers chargeable to government.					
19	Baggage in excess of government allowance payable by the owner in cash on the spot.					
20	Stores and equipment accompanying troops.					

S. C. N. R. III.

21 Soldiers' dogs entered on warrant (d) both in local and through booking.

At the following rates*—

For any distance not exceeding 100 miles, each dog, 2 annas.

For any distance above 100 and not exceeding 200 miles, each dog, 4 annas.

For any distance above 200 and not exceeding 400 miles, each dog, 8 annas.

For any distance above 400 and not exceeding 800 miles, each dog, 12 annas.

For any distance above 800 and not exceeding 1,200 miles, each dog, Rs. 1.

For every 200 miles or portion thereof over 1,200 miles, 2 annas.

7 Bogie vehicle.—At annas 6 pies per vehicle per mile.

At the following rates*—

For any distance not exceeding 100 miles, each dog, 2 annas.

For any distance above 100 and not exceeding 200 miles, each dog, 4 annas.

For any distance above 200 and not exceeding 400 miles, each dog, 8 annas.

For any distance above 400 and not exceeding 800 miles, each dog, 12 annas.

For any distance above 800 and not exceeding 1,200 miles, each dog, Rs. 1.

For every 200 miles or portion thereof over 1,200 miles, 2 annas.

* Soldiers must put their dogs in the brake-van, unless with the permission of the railway authorities they are taken into the carriage with the owner, in which case double these rates are chargeable. These rates do not apply to officers' dogs nor to dogs belonging to persons not subject to the A. A. or I. A. W., for which the ordinary tariff rates are chargeable. The charges should in all cases be prepaid in cash by the owner.

(d) The Assam, Bengal-Barsi, Bengal Central, Bengal-Nagpur, Bengal and North-Western, Bhavnagar-Junagadh-Probandar, Bombay, Baroda and Central India, Burma, East Indian, Eastern Bengal State, Great Indian Peninsula, Jodhpur-Pikanir, Madras, Morvi, Nizam's, North-Western, Oudh and Rohilkhand, Rohilkhand and Kumaon, South Indian, Southern Mahratta, and Udaipur-Chitor railways only charge the same rates for the dogs booked at owner's risk, of soldiers travelling at their own expense, if a certificate is produced signed by an officer, to the effect, that the animals are the property of the individuals travelling, and each dog is provided with a collar and chain.

Appx. V.—Railway contract rates.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS.
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
22	Soldiers' birds and animals, other than dogs which are provided for under item 21.	At the rates, and under the conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	Four wheeled vehicles.—At 4 annas 6 pies per vehicle per mile.	At the rates and under conditions applicable to public traffic, all animals conveyed on the same warrant being treated as belonging to one owner.	Four wheeled vehicles.—At 3 annas per vehicle per mile.	
23	Horses or other animals, carried in horse-boxes with an attendant free for each animal, whether owned and paid for by government or by military passenger.		Bogie vehicles.—At 7 annas 6 pies per vehicle per mile.		Six wheeled vehicles.—At 4 annas 6 pies per vehicle per mile.	
24	Horses, ponies, mules, and cattle, in cattle trucks or covered wagons at government expense, with an attendant free with each consignment or truck load.				Bogie vehicles.—At 5 annas per vehicle per mile.	
25	Camels in trucks.					
26	Insane officers with escort in 1st class compartment.	The number of fares at 2nd class rates at which the compartment can be reserved by the public.*		The number of fares at 2nd class rates at which the compartment can be reserved by the public.*		* If reserved for the use of the Government, they must be paid for in addition.

27	Military prisoners and inmates with escort in 2nd or 3rd class compartments.	For 2nd class compartment the same number of fares at contract rates for which the public can reserve the same accommodation; for a 3rd class compartment the charge should be regulated by its military carrying capacity.*	Four wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogies vehicles.—At 7 annas 6 pies per vehicle per mile.	For 2nd class compartment the same number of fares at contract rates for which the public can reserve the same accommodation; for a 3rd class compartment the charge should be regulated by its military carrying capacity.	Four wheeled vehicles.—At 3 annas per vehicle per mile. Six wheeled vehicles.—At 4 annas 6 pies per vehicle per mile. Bogie vehicles.—At 5 annas per vehicle per mile.	The total amount chargeable will be subject to the minimum charge applicable to the general public, as prescribed by the several existing tariffs.
28	Return tickets for officers and others subject to the A. A. or I. A. W. when travelling on duty.	Side foot-note (d).	Side foot-note (e).			

(e) East Indian, Tarakeswar, Bengal-Nagpur, Bengal and North-Western (including Tirhoot), Great Indian Peninsula (including Indian Midland section), Bombay, Baroda and Central India (including Rajputana-Malwa), North-Western, Oudh and Rohilkhand, Lucknow-Bareilly section of the Rohilkhand and Kumaon Railway.

Rohilkhand and Kumaon Railway (Company's section)

Eastern Bengal State and Bengal Central Railways

Jodhpore and Deoghur Railways

Bhavnagar-Gondal-Junagadh-Porbandar Railway

Darjeeling-Himalayan Railway

Nizam's, Southern Mahratta, Bengal-Doars, Madras including north-east line, South Indian, Burma, and Morvi Railway.

Return tickets to passengers travelling under military rules, who are not subject to the A. A. or I. A. W., are to be paid for at the rates charged to the public.

Does not issue to military officers, but soldier's tickets are issued at single fares under the same conditions as regards periods, etc., as are applicable to the public. Contract rates do not apply.

Ordinary return tickets in local looking at 1½ fares at public tariff rates, six-monthly return tickets in both local and through booking between certain stations only at two single fares at public tariff rates. Contract rates do not apply.

At the same rates and under the same rate conditions as are applicable to the public at contract rates. In lieu of the monthly tickets, as described in the Public Works Department Code, six-monthly return fares are charged, as monthly tickets are not issued.

Two single fares at ordinary tariff rates under the same conditions as apply to the public. Contract rates do not apply.

In local booking ordinary return tickets and in through booking six-monthly return tickets, at 1½ fares at the public tariff rates. Contract rates are not applicable.

Appx. V.—Railway contract rates.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
29	Vehicles short of the minimum number on troop extra trains.	....		(a)		All brake-vans included in the minimum number shall be paid for. (a) By special arrangement. * Includes safety cartridges.
30	Elephants.					Ordinary parcel rates will be charged for military mail traffic booked by parcel traffic.
31	All military stores* of whatever nature, whether the property of government or intended for government, the rate for the conveyance of which is not specially provided for, consigned by a government official, a private firm, a contractor or other civilian agent:— (a) When booked at railway goods stations.	At 3rd pie per maund per mile, or at the vehicle rate (see column 4), whichever is cheaper. At the vehicle rate (see column 4)	Four wheeled vehicles.— At 4 annas 6 pies per vehicle per mile. Bigie vehicles.—At 7 annas 6 pies per vehicle per mile.	At 3rd pie per maund per mile, or at the vehicle rate (see column 6), whichever is cheaper.	Four wheeled vehicles.— At 3 annas per vehicle per mile. Six wheeled vehicles.— At 4 annas 6 pies per vehicle per mile. Bigie vehicles.—At 5 annas per vehicle per mile.	
	(b) When booked from private military sidings.			At the vehicle rate (see column 6).		

33	Goods in bulk, bhoota, forage, hay and similar commodities unpressed in bags.	Four wheeled vehicles.—At 4 annas 6 pies per vehicle per mile.	Four wheeled vehicles.—At 3 annas per vehicle per mile.
34	Coal		
35	Explosives (excluding safety cartridges).		
36	Vehicles ordered by the military authorities for troop extra trains but not used.	At ordinary tariff rates	At ordinary tariff rates.
37	Engines lighted up for use on a troop train which is cancelled within six hours of the time notified for its departure.	....	....
38	Passenger carriages and brake-vans run on foreign lines when military considerations do not admit of their exchange at the junction stations.	....	....
39	Other coaching vehicles, such as horse-bores, hospital carriages, carriage trucks, baggage-wagons, etc., which run through to destination on all occasions.	....	....
40	Goods vehicles, which are run through to destination on all occasions.	....	....

† These rates only apply when vehicles are brought in from another station on requisition by the military authorities.

For through-booking see "N.B.E."

Four wheeled vehicles.—
At 3 annas per vehicle per mile

Six wheeled vehicles.—
At 4 annas 6 pies per vehicle per mile.

Bogie vehicles.—At 5 annas per vehicle per mile.

Four wheeled vehicles.—
At 4 annas 6 pies per vehicle per mile.

Bogie vehicles.—At 7 annas 6 pies per vehicle per mile.

† R5 for each vehicle

R25 for each engine

† R5 for each vehicle

R25 for each engine

Appx. V.—Railway contract rates.

No.	Service.	STANDARD GAUGE.		METRE AND NARROW GAUGE.		REMARKS
		By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	By ordinary train, excluding reserved troop carriages, trucks and wagons attached thereto.	By troop extra train, or reserved troop carriages, trucks or wagons attached to ordinary trains.	
1	2	3	4	5	6	7
40	Lying down accommodation for invalids subject to the A. A. or I. A. W.:— 1st class.	<p>In first and second class carriages the number of fares payable for each invalid at contract rates will be the number of seats on a bench allotted to the public subject to the maximum charge of the number of seats allotted to the public in the same compartment. In no case, however,</p>	<p>In first and second class carriages the number of fares payable for each invalid at contract rates will be the number of seats on a bench allotted to the public subject to the maximum charge of the number of seats allotted to the public in the same compartment. In no case, however, should the payment of contract rates, for either first or second class accommodation for in-</p>			<p>Reserved accommodation for invalids subject to the A. A. or I. A. W. should be subject to the same conditions as the public rates, for either first or second class accommodation for in-</p>

Appendix VI.

Routes to stations off the line of railway, and the means of conveyance available for those not required to march.

STATION.		Means of conveyance available.	DIS- TANCE	REMARKS.
From	To		Miles.	
1. Dargai (N. W. Ry.)	Malakand	Tongas, ekkas or country carts	7	Troops will be backed to either Darya Khan or Bhakkar and the Indus crossed by boat bridge or boat, according to the state of the river.
2. Malakand	Chakdara	Ditto	11	
3. Darya Khan or Bhakkar (N. W. Ry.).	Dera Ismail Khan.	Ditto	11 20	
4. Dera Ismail Khan	Bannu	Ditto	89½	
5. Ditto	Jandola	Mail carts to Tank (42 miles), thence by route-march.	61½	The Indus is crossed by boat bridge or boat according to the state of the river.
6. Ditto	Kajuri Kal.	Tongas or ekkas to Murlaya (60 miles), thence by route-march.	80	
7. Ditto	Wana	Ditto	115½	
8. Ghazi Ghat (N. W. Ry.).	Dera Ghazi Khan	Tum-tums ekkas or country carts.	8	
9. Hangu (N. W. Ry.).	Fort Lockhart	Nil	15	Between 15th March and 15th November the rest camp sergeant, at other times the S. and T. subordinate, at Kalka, should be given at least two days' notice of requirements. These individuals will also arrange with hotel-keepers at Kalka when necessary to accommodate soldiers and their families at a charge not exceeding 8 annas a head per diem. These hotels supply meals consisting of a plate of cold meat, half a loaf of bread, and a cup of tea or coffee, at seven annas a head, and hill beer at six annas a pint. All charges will be paid by the individuals concerned and the accommodation charge recovered.
10. Hasan Abdal (N. W. Ry.).	Abbottabad	Tongas, ekkas, country carts or doolies	43½	
11. Kalka (D. U. K. Ry.).	Kasauli	Ponies for officers and small parties of British soldiers, and doolies with eight bearers, each for families of British soldiers, and British soldiers unable to ride or march, with pack animals or coolies for baggage.	9	
12. Dharnapore (K.-S. State Ry.).	Sanawar Subathu	Ditto Ditto	3 10½	
13. Kohat (N. W. Ry.).	Bannu	Tongas, tum-tums, ekkas or country carts.	78½	See para. 214.
14. Bannu	Miran Shah	Tongas or ekkas	39	
15. Pubbi (N. W. Ry.).	Cherat	Tongas, ekkas, tum-tums or country carts.	23	
16. Pathankot (N. W. Ry.).	Bakloh	Tongas or ekkas to "Dunera (81½ miles); thence ponies or doolies for individuals, and mules or coolies for baggage.	41½	
17. Pathankot (N. W. Ry.).	Upper Dharmasala.	Tongas or ekkas	50½	All arrangements are made by the S. S. O., Rawalpindi. Coolies to convey baggage from tonga-terminus, Murree, to Willow Bank, will be supplied, on requisition, by the O. C. Station Supply, Murree.
18. Rawalpindi (N. W. Ry.).	All stations in Murree hills.	Tongas or bullock train carts to Sunny bank, Murree, Kundana cross roads, or Lower Topa, as convenient, thence dandies and mules.	36½ 39½ 38 41	

STATION.		Means of conveyance available.	DIS- TANCE. Miles.	REMARKS.
From	To			
19. Pathankot (N. W. Ry.)	Dalhousie	Tonga, to Dunera (31½ miles), thence doolies with six bearers each for eight bearers for invalids, carrying bedding and travelling expeditionally, for officers, British soldiers' families, British convalescents requiring special conveyance, and other British soldiers ordered to travel expeditionally. Ekkas to Dunera for other British details, beyond that by route march, except in the case of convalescents who are allowed ekkas, or ponies or mules when ekkas are not running.	51½	The number of conveyances being limited, parties should not be despatched to Pathankot until all arrangements have been made for their onward despatch. Each ekka can carry one soldier and 50 seers baggage, or two soldiers and 30 seers baggage, or 120 seers baggage only, and parties should be distributed on this basis as most economical. When mules or ponies are used, one will be allowed each man for riding, and one for the baggage of every two men. Parties should proceed to Dunera the first day, and halt the night in the soldiers' rest house there. This accommodates eight men, and food can be procured on payment from the adjacent dak bungalow. On the second day they should travel to Dalhousie, unless an intermediate halt is required, when the old civil road may be used and a halt made at the Manul dak bungalow, but not more than four soldiers or two families should be sent together by this route. Details should be advanced funds to meet their expenses.
20. Ghoom (D. H. Ry.).	Darjeeling	Dandies and doolies for families of British soldiers and convalescents unable to march. Ponies, dandies, or doolies for officers, with coolies for baggage.	1½	Previous notice must be given to the Forwarding Agent, Kotdwar.
21. Ditto	Lehong		4½	
22. Ditto	Gumtok	Ponies for officers, and for British soldiers when not more than six are travelling together. Bullock tongas when available, otherwise dandies or ponies, for families of British soldiers, convalescents and other British soldiers ordered to travel expeditionally. Also coolies for baggage.	61	
23. Kotdwar (O. and R. Ry.).	Lansdowne		Py cart road 26½ by bridge road 20½ miles.	
24. Purulia (Bengal Nagpur Ry.).	Ranchi	Push-push (covered cart drawn by coolies) for officers. Bullock carts, for native ranks.	75	Journey takes 22 hours, but a halt can be made at the Tulin dak bungalow (35 miles).
25. Kathgodam (R. and K. Ry.).	Almora	Ponies for officers, with coolies for baggage.	38	
26. Ditto	Ranikhet	Ponies for officers, and for British soldiers when not more than six are travelling together. Bullock tongas when available, otherwise dandies or ponies, for families of British soldiers, convalescents and other British soldiers ordered to travel expeditionally. Also coolies for baggage.	50½	Four bullock tongas run every second day from the middle of February to the end of March, and from the middle of October to the end of November. Each tonga has four seats, all over 16 years of age being allowed one seat, and children between 1 and 16 half a seat. Notice of tonga requirements on this basis must be sent
27. Ditto	Naini Tal	Horse tonga to Naini Tal Brewery (11 miles), thence ponies and coolies for baggage for officers. Bullock tongas, when available, to Naini Tal Brewery, thence dandies or ponies (or dandies or ponies throughout) for families of British soldiers,	22	

Appx. VI.—Outstation routes.

STATION.		Means of conveyance available.	DIS- TANCE. Miles.	REMARKS.
From	To			
27. Kathgodam (R. and E. Ry.) — <i>concl.</i>	Naini Tal	convalescents and other British soldiers ordered to travel expeditiously, also coolies for baggage. Pone, for parties of less than six British soldiers travelling together also coolies for baggage.		to the D.A.A.G., Bareilly. When bullock tongas are not running fifteen days clear notice of the ponies and dandies required at Kathgodam must be given to the Government Contractor for ponies and dandies, Kathgodam, who then arranges for the onward journey.
28. Dehra Dun Hardwar- Dehra Ry.).	Chakrata Kailana	Pony tongas, for officers, families of British troops, convalescents unfit to march, and British details travelling during the hot weather.	57 55½	Previous notice of requirements must be sent to Messrs. Rodwell & Co., Dehra Dun.
29 Ditto	Landour	Pony tongas to Rajpur (6 miles), thence dandies, doolies or ponies, with coolies for baggage, for officers, families of British soldiers, convalescents unfit to march, British soldiers ordered to travel expeditiously, and small parties travelling during the hot weather.	14	The Dehra Dun rest camp is open from 1st March to 30th October. When necessary on medical grounds dandies or doolies, with coolies for baggage, may be provided in lieu of the conveyance named from Dehra Dun to destination.
30. Buxa Road (Cooch Behar Ry.).	Baxa	Elephants to Santabari (32 miles) for officers. Bullock carts to Santabari for native ranks.	6	Seven days' notice of requirements must be given to O. C., Baxa.
31. Dhubri Ghat (E. B. S. Ry.).	Shillong	River steamer to Gauhati. Thence tongas for officers, and bullock carts for native ranks.	138 61½ 64½	To railway station. To steamer ghat.
32. Ditto	Dibrugarh	River steamer	442	
33. Ditto	Kohima	River steamer to Gauhati, rail to Manipur Road, thence by ponies or country carts for officers, and bullock carts for native ranks.	138	To Kohima from Manipur road. To Manipur from Kohima.
34. Ditto	Manipur		165	
35. Goalundo (E. B. S. Ry.).	Silchar	River steamer to Chandpur, thence by l.	48½ 87½ 202½	Passengers for Silchar travel by railway and Goalundo, those for other stations and Dhubri Ghat.
36. Silchar	Manipur	Ponies for officers, with coolies for baggage.	127	Only a bridle path exists.
37. Avadi (Mad- ras Ry.).	Roonaallee.	Government sick carts.	5½	
38. Coonoor (Nij- giri Ry.)	Wellington. Ootacamund.	Tongas for officers and others entitled thereto. Bullock carts for wards and guardians proceeding to or from the Lawrence Asylum, at the rate of one cart per three adults or less and their baggage (two children between two and ten years count as one adult).	2 11	
39. Hospet (S. Maharatta Ry.).	Ramandroog	Bullock carts	13	
40. Mysore (S. Maharatta Ry.).	Hoonsoor	Tongas	28	
41. Chalakatti (S. Indian Ry.).	Trevandrum	Coaches or country carts	69½	
42. Tirur (Mad- ras Ry.).	Malapuram	Bullock dandies	16	

Appx. VI.—Outstation routes.

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STATION.		Means of conveyance available.	Dis- TANCE. Miles.	REMARKS.
From	To			
43. Katha (Burma Ry.).	Bhamo	River steamer	110	
44. Prome (Burma Ry.).	Thayetmyo	River steamer	50	
45. Thazi Junction (Burma Ry.).	Fort Stedman	Country carts	100	
46. Ditto	Kengtung	Country carts to Fort Stedman (109 miles), thence only pack bullocks and coolies available.	361	
47. Abu Road (B., D. and C. I. Ry.).	Mount Abu	Ambulance tongas, country carts and ponies.	17	
48. Viapur (G. I. P. Ry.).	Surur	Tongas or carts	22	Four adults will be allotted to each ambulance tonga. Tongas, ponies or mules as available, for officers; carts or chairs for families of British troops; coolies for convalescents unable to ride in carts; carts for convalescents in fair health, and native troops when authorized. The Quetta division standing orders contain the detailed instructions for movements within that division.
49. Kedgnoo (G. I. P. Ry.).	"	Carts	27½	
50. Poona (G. I. P. Ry.).	"	Tongas or carts	41	
51. Ajmere (B., B. and C. I. Ry.).	Tarangah	Tongas or carts to foot of hills, thence ponies or coolies.	3	
52. Chandni (G. I. P. Ry.).	Asirgarh	Bullock carts, ponies or mules to foot of hills, thence ponies, mules or chairs.	9	
53. Erinpura Road (B., B. and C. I. Ry.).	Erinpura	Carts	7	
54. Hainai (N. W. Ry.).	Fort Sandeman.	Mules or camels (tum-tums run between Hainai and Loralai).	160	
55. Ditto	Loralai		57	
56. Mandvi (sea port).	Bhuj	Tongas	37	
57. Mhow (R. M. Ry.).	Sirdarpore	Mail tongas to Dhar (33 miles only).	58	
58. Nusseerabad (R. M. Ry.).	Deoli	Tongas	57	Two tongas and eight gharries can be run in one day on 24 hours' notice or two tongas and three gharries on shorter notice. In the rainy season not more than five gharries can run daily. Dak gharries accommodate four men, or two convalescents requiring lying-down accommodation.
59. Palanpur (R. M. Ry.).	Kherwara	Carts	105	
60. Udaipur (R. M. Ry.).	"	Tongas or carts	5½	
61. Poona (G. I. P. Ry.).	Purandhar	Tongas or carts to foot of hills, thence ponies or chairs.	27	
62. Satara Road (S. Maharashtra Ry.).	Satara	Tongas	10	
63. Yaru Karez (N. W. Ry.).	Peshim	Mules or camels	7	
64. Harpalpur (G. I. P. Ry.).	Nowgonz	Tongas or dak gharries for officers and families of British soldiers. Dak gharries for British convalescents and men ordered to travel expeditiously, and parties of less than five British soldiers travelling together. Bullock carts for Native ranks	19½	
65. Piparia (G. I. P. Ry.).	Pachmarhi	Pony tongas for officers. Bullock carts for families of British troops, convalescents in fair health, and small parties of British troops. Bullock tongas for convalescents unfit to travel in bullock carts. Ponies or bullock tongas for British troops ordered to travel expeditiously.	32	
66. Ujjain (B., B. and C. I. Ry.).	Agar	Tongas	42	

Appendix VII

Rules for the supply of carriage by the Civil authorities.

(Referred to in para. 217.)

Requisitions. 1. Requisitions on the civil authorities for hired carriage required for the movements of troops or stores should be prepared on I. A. F. S 1675, giving full details of requirements, and sent so as to reach the district or political officer concerned, if possible, not less than fifteen days (one month in Gwalior State) before the carriage is required.

Collection and payment. 2. Hired carriage will not ordinarily be required to proceed beyond the limits of the next civil district on the route, but will be exchanged, if possible, at such stations therein as may be fixed by the local civil authorities. It will be paid for at the authorized local hire rate from the date on which the march is commenced to the date of its discharge, both inclusive, but if 'aken double marches double rates will be paid for each such march. Return hire will only be admissible when the carriage is necessarily taken beyond the limits of the next civil district, when half the full hire rate will be paid for each route book or other recognized stage on the return journey, without any allowance for halts. When circumstances render it necessary to collect the carriage before the date on which it is required, the full hire rate will, however, be paid from the actual date of engagement, but in such case the indenting officer should be informed of the circumstances and the probable extra expense that will be incurred. Similarly any carriage indented for, which may be found to be in excess of final requirements and is discharged before the march commences will be paid for at the full hire rate for each day or part of a day for which it is retained. If carriage is declared unserviceable by a committee of officers, it will not be paid for. When chaudhris are engaged to collect carriage, their fees at local rates will be paid by the owners and not by the military department. When transport is rejected, a report giving detailed reasons for the rejection should be sent to the Collector of the District. Similarly, when units are dissatisfied with the quality of the food supplied, there should be taken and sealed up, in the presence of the senior civil officer, a fair sample of the article to which objection is taken.

Advances and handing over of carriage. 3. On engagement of the carriage, the civil or political officer will advance to the owners half the estimated hire for the full journey, and then send the carriage to the place required in charge of a tehsil or durbar official who will hand to the requisitioning officer a detail of the composition of the carriage, authorized loads, hire rates, owners' names, amount advanced and receipts for the same, and intimation as to the station at which the carriage should be exchanged, *see* T. A. F. S1675. The amount advanced will be at once repaid to the civil officer by the S. and T. Corps.

4. The civil officer supplying the carriage will at the same time warn the civil officer at the first exchanging station of the transport requiring exchange, and the date and place at which it will be required. The latter will then proceed as in para. 3, and warn the next exchanging station. Similar action will be taken at each exchanging station on the route.

5. Should any change be required *en route* in the original quantity and description of transport supplied, the O. C. the troops must give the civil officer at the exchanging station concerned as much notice as possible.

Exchanging station.

Change in original transport require-ments

6. Carriage breaking down between exchanging stations should be replaced on the spot in communication with the local civil officials, and paid off. If the advance received has not been liquidated, the owner must refund the amount then due.

Unservice-able carriage.

7. On arrival at an exchanging station, or at destination, the carriage should be at once released and paid off by the S. and T. officer, if there is one, otherwise by a British officer of the marching unit in the presence of the civil official attached to the troops, the acquittance roll being signed by both and countersigned by the O. C. Any disputes will be referred to, and settled by, the district civil officer at the place at which the transport is released.

Discharge of carriage.

8. When carriage is discharged, a certificate in English and the vernacular should be given by the civil officer at the exchanging station, or by the civil officer accompanying the troops, to each person in charge thereof, to protect the carriage from being taken for the use of troops while on its return journey, unless such troops are marching in the direction of the owner's home. If so employed, the full hire rate will be paid.

Protecting certificate.

128 **Appx. VIII—Tour of Indian service for
British Service Officers.**
Appx. IX—Railway concessions.

Appendix VIII.

Prescribed tour of service in India for British Service officers.

Ridingmaster, R. A.	.	.	.	5 years	} Passage governed by para. 51(b).
R. E. officers	.	.	.	5 "	
R. A. M. C. officers	.	.	.	5 "	
A. V. D. officers	.	.	.	5 "	
Army ordnance department officers	.	.	.	5 "	} Passage governed by para. 59.
Inspector of army schools	.	.	.	5 "	
Other officers, under para. 238, K R.	.	.	.	6 "	

The tour of service counts from the date of embarkation for India, and includes all duty and leave out of India during the tour; except in the case of R. A. M. C. officers who may only count up to 12 months' leave on m. c., exclusive of the time spent on the voyage out with troops, towards a tour.

Appendix IX.

(Under revision, will be issued later on.)

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